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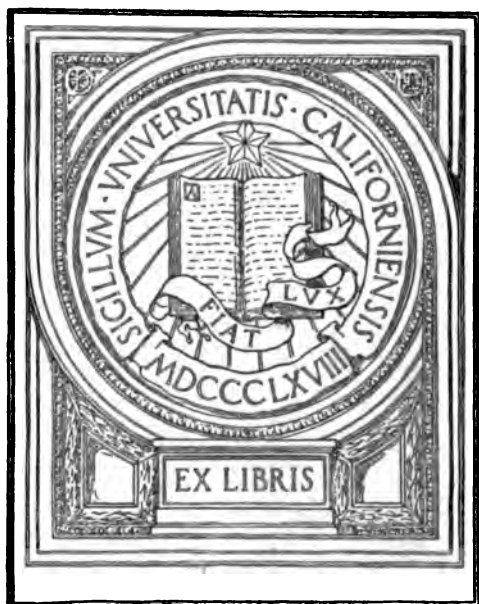


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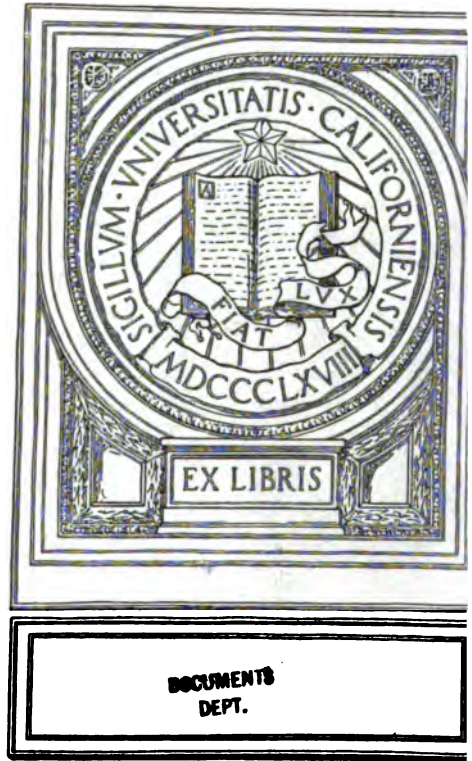


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ANNUAL REPORTS

OF THE

POST-OFFICE DEPARTMENT

FOR THE

FISCAL YEAR ENDED JUNE 30, 1901.

REPORT OF THE
POSTMASTER-GENERAL.
MISCELLANEOUS REPORTS.

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REPORT
OF
THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 25, 1901.

To the PRESIDENT:

I have the honor to submit the annual report of the Post-Office Department for the fiscal year ending June 30, 1901.

The following statement shows, in brief, the financial operations of the Department for the year:

REVENUES AND EXPENDITURES.

Ordinary postal revenue	\$109,531,778.67
Receipts from money-order business	1,668,659.29
Receipts from unpaid money orders more than one year old	430,755.43
Total receipts from all sources	111,631,193.39
Total expenditures for the year	115,554,920.87
Excess of expenditures over receipts	3,923,727.48

While the expenditures in the ordinary development and through various extensions of the service are \$7,814,652.88 greater than for the preceding year, the deficit is \$1,461,961.22 less. Under present prosperous conditions the annual increase of receipts is fortunately larger than the inevitable increase of outlay, and for several years the deficit has been steadily growing smaller.

The estimate of the revenues and expenditures of this Department for the fiscal year ending June 30, 1903, which has been transmitted to the Secretary of the Treasury, is given below, together with such

other items as may be necessary to show more clearly the bases upon which the calculations are made:

Total postal revenue for 1901.....	\$111, 631, 193
Add 9 per cent for estimated increase year ending June 30, 1902.....	10, 046, 807
Estimated revenue for 1902	121, 678, 000
Appropriation for postal service for 1902	123, 782, 688
Estimated deficit for 1902	2, 104, 688
Estimated revenue for 1902	121, 678, 000
Add 8½ per cent.....	10, 342, 630
Estimated revenue for 1903	132, 020, 630
Estimated expenditures for 1903.....	134, 731, 576
Estimated deficit for 1903	2, 710, 946

This estimate is based upon the ordinary course of operations, and without considering the possible effect of special measures, the results of which are not yet determinable.

ABUSES OF SECOND-CLASS MATTER.

In my annual report for 1899 I said: "The most urgent need of the postal service is the rectification of the enormous wrongs which have grown up in the perversion and abuse of the privilege accorded by law to second-class matter." Time and experience only emphasize this statement. It is the most urgent need, because it aims at the one great overshadowing evil of the service, and because it underlies and overtops all other reform and advance. It would relieve the Department from the one oppressive burden which cripples and weighs it down, and which stands as a constant and formidable barrier against improvement and progress for the benefit of all the people in many directions. Deeply impressed with this conviction, the Department has taken positive steps, in orders issued on July 17, 1901, to correct the abuses and accomplish substantial reform, so far as it is possible by administrative action.

Before explaining these steps it will be useful to understand more clearly just the extent of the evil and the imperative need of an effective remedy. In dividing mail matter into four classes the law provides that newspapers and periodicals coming within the conditions it prescribes shall constitute the second class with a postage rate of 1 cent per pound. All other printed matter, including books, circulars, and advertising sheets, constitutes the third class, with a postage rate of 1 cent for two ounces. The law defines the characteristics which shall distinguish and determine second-class matter, and it intends to limit the privilege and benefit of the pound rate to legitimate newspapers and periodicals which fulfill these statutory requirements. But, in fact, as will appear more plainly further along, thousands of

publications which are in reality books or purely advertising sheets or gift enterprises, and which the law never meant to include within the second class, have crept in through evasions and loose constructions, until this abuse has grown to colossal proportions and imposes a burden of many millions of dollars a year on the Government and the people.

The second-class matter constitutes nearly 60 per cent of the weight of the entire mail of the country, and yet, while the postal revenue for the last fiscal year was \$111,631,193, the second-class matter paid only \$4,294,445 of that amount. That is, while making three-fifths of the mail in weight, it furnished only one twenty-eighth part of the revenue. The transportation of the mails is paid for chiefly by weight. The enormous disproportion of return to cost in second-class matter is thus apparent at a glance.

COST OF HANDLING.

It is difficult to determine accurately the exact ratio which the cost of handling and carrying the second-class mail bears to the aggregate cost of handling and carrying all the mail. Though three-fifths in weight, it manifestly could not be fairly charged with the same proportionate share of the cost. A considerable portion of it is handled in bulk. On the other side, the cost in time, space and labor in handling individual pieces of second-class mail is greater than that of the first-class. To reach the best attainable estimate, superintendents of the Railway Mail Service and 30 postmasters of representative cities, large and small, were asked to give their judgment, based upon the practical work of their respective branches, as to what proportion of their total expense is justly chargeable to second-class matter. The Railway Mail Service answered 35 per cent. The answers of the postmasters range from 10 per cent to 40 per cent, though most of them vary but little from 20 per cent. Taken altogether, the average is 20 per cent, and this may be accepted as the substantially correct ratio. But this is the relative cost only in the post-offices. It takes no account of transportation. In that branch weight is the decisive item. Including this service with the other estimate, it is extremely conservative to say that the second-class mail, which makes three-fifths of the weight of the mails, may fairly be charged with one-fourth of the cost. This certainly understates rather than overstates the truth. The cost of the mails for the last fiscal year was \$115,554,920. One-fourth of that amount is \$28,888,730. The revenue from second-class matter was \$4,294,445, leaving an actual net cost and loss to the Government of \$24,594,285.

Throwing aside all the expense of handling and confining the examination to the single item of transportation, the result may be more definitely stated and is no less striking. The expense of carrying the

mails, making the whole cost divisible by the whole volume, has in the past been generally reckoned at 8 cents a pound. It is now believed that this figure is excessive. A more accurate weighing and a closer analysis place the cost of carrying the mail as a whole at 6 cents a pound, and, making all allowances, put the cost on second-class matter at about 5 cents a pound. This figure is clearly within the truth. The second-class mail matter which paid the pound rate amounted for the last fiscal year to 429,444,573 pounds. At 5 cents a pound it cost \$21,472,228 to carry it. It paid in postage \$4,294,445, leaving a net loss to the Government of \$17,277,783 on transportation alone.

THE TRUE PUBLIC POLICY.

If the mail thus carried at a heavy loss were limited to what the law intended, there would be nothing more to be said. In that case it would be a deliberate and rational public expenditure for a well-defined, justifiable and worthy public object, and taking the service as a whole there would be no loss at all. Our free institutions rest on popular intelligence, and it has from the beginning been our fixed and enlightened policy to foster and promote the general diffusion of public information. Congress has wisely framed the postal laws with this just and liberal conception. It has uniformly sought to encourage intercommunication and the exchange of intelligence. As facilities have cheapened it has gradually lowered all postage rates. It has never aimed to make the postal service a source of profit, but simply to make it pay its own way and to give the people the benefit of all possible advancement. In harmony with this sound and judicious policy it has deliberately established a low rate of postage for genuine newspapers and periodicals, with the express design of encouraging and aiding the distribution of the recognized means and agencies of public information. It is not a matter of favor, but of approved judgment. It is not for the publishers, but for the people. But in adopting this special rate for a legitimate public end Congress has sought to restrict its privilege to legitimate publications with a manifest public aim and a clear public demand. It never meant to open the flood gates for an inordinate stream of purely private enterprises which have no public object whatever within the contemplation of the law, and which have seized upon the low rate of postage solely for private profit at the public expense.

THE INTENT OF THE LAW.

The intent of the law is clear from its terms. It seeks to define boundaries and to prescribe conditions which shall limit the privilege to the kind of publications really designed to be included. First of all, it provides that to be entitled to the second-class rate the publica-

tion must be "originated and published for the dissemination of information of a public character, or devoted to literature, the sciences, arts, or some special industry." This test has never really been enforced, and its rigorous enforcement is not now undertaken, for it raises questions which may be matters of opinion rather than of fact. Its strict application would, without any other test, manifestly rule out thousands of existing publications. But there are other tests which present matters of fact. The possession of the character thus defined is not enough. The law further requires that the publication must have "a legitimate list of subscribers." There must be not only a public object, but a real public call and approval, attested by general subscriptions. But even this is not all. A publication having all these characteristics might also have others which would plainly conflict with the intended prerequisite of having a distinct public purpose ratified by a distinct public demand. So the law adds the proviso that nothing in its terms "shall be so construed as to admit to the second-class rate regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates."

These provisions taken together plainly show the design of the law. Had they been strictly administered from the beginning admissions to the second-class rate would have been restricted to legitimate publications complying with the prescribed conditions, and there would be no such question as is now presented. But the administration has been in many hands. The applications for admission have gradually broadened. Every new case has made its special representation, and taken singly has pleaded no harm and no burden. Little by little the limitations have been relaxed, and every transgression has been made the pretext and precedent for another. Many of the publications once entered have changed their character since admission, and, if at first entitled to the pound rate, have by this departure forfeited their original right. In these various ways thousands of publications have come to enjoy the privilege which are not within either the spirit or the letter of the law, and the volume of second-class mail has been immensely swollen by a vast and questionable mass of printed matter which was not intended or foreseen when Congress, in the educational interest of the people, provided that the Government should practically pay the cost of transmission.

THE INDUCEMENTS FOR EVASION.

Under the practice hitherto prevailing there has been a great inducement to these private publishing enterprises. The two cardinal factors have been cheap paper and nominal postage. The production of legitimate newspapers and periodicals involves costly news service, large editorial staffs, expensive corps of contributors, and all the elaborate machinery of a complete intellectual and business organization. But

the manufacture of the kind of papers and periodicals which do not come within the terms of the law costs very little. The chief items are white paper and distribution. In 1885 the postage rate on second-class matter was reduced from 2 cents a pound to 1 cent. The price of white paper at that time was nearly 6 cents a pound. Since then it has gradually declined to 2 cents a pound or less, and with this great and concurrent reduction in the cost both of raw material and distribution, there is a direct and immense premium on these illegitimate outgrowths. The result is the upspringing of thousands of so-called periodicals which are established primarily for advertising purposes. They have few or no legitimate subscribers; they make up lists either by procuring names and sending the papers to them for nothing, or by offering premiums substantially equal in value to the subscription price, and so circulate at a nominal rate, thus being outside of the law at every point. They obtain advertising on the basis of this illegitimate circulation, and it makes a profitable business, for the chief cost to the publisher is the white paper, and the chief expense of the undertaking falls on the Government.

The extent of the complicity of the Government in these purely private enterprises is not generally realized. The statement will probably be surprising that in the case of hundreds of such publications, wherever the publisher spends \$1,000 in his venture the Government spends not less than \$2,000 in carrying on that publisher's business, and wherever he puts in \$100,000 into its running expenses the Government puts in not less than \$200,000. Astonishing as is this statement, it is easily made plain. As already indicated, the kind of publication in question involves very little of the cost of the legitimate newspaper or periodical. It has no news service. Its editorial staff consists of a single hand for scissors and paste pot. The composition and presswork, reduced to a single copy or pound, are infinitesimal. The only material expense is the cost of white paper, which runs about 2 cents a pound. That is the publisher's side of the account.

The Government's side comprises two items. The first is transportation. The entire circulation of these papers is through the mails, and the Government pays for carrying them not less than 5 cents a pound, on which it gets back 1 cent. The second item is handling. It has already been shown that this cost is at least 2 cents a pound. It results then that for every 3 cents the publisher pays toward the cost of the business the Government pays 6 cents, and for every \$1,000 contributed by the publisher the Government contributes not less than \$2,000. In other words, the Government is the senior partner on the debit side of the business. It furnishes the larger part of the capital, and while it pays about three-fourths of the expenses, all of the receipts go to the private partner.

GROWTH OF SECOND-CLASS MATTER.

Under this stimulus of cheap material and Government partnership the volume of second-class matter has grown to immense proportions. Within ten years it has more than doubled. In 1890 the aggregate weight of mail subject to the cent-a-pound rate of postage was 174,046,764 pounds. Last year it reached 429,444,573 pounds. The number of admissions to the second-class rate is significant in the same direction. There is no record prior to 1888, as before that time applications were made to postmasters and passed without the supervision of the Department. In 1888 the number of admissions was 3,076, and it increased year by year until in 1896 alone 7,041 distinct publications were entered. If these entries were not partially offset by discontinuances, the increase would be amazing. Since 1896, with a more stringent enforcement of the law and regulations, there has been a decline. Last year there were 4,985 admissions, of which 3,322 were new, and 1,663 old publications in new form, while 1,981 were denied entry because not conforming to the statutory requirements.

Of this vast mass of second-class matter it is estimated that one-half does not come within the meaning and intent of the law and is not rightfully included in that class, and thus is not entitled to be mailed at the pound rate. This estimate is based upon an investigation of the records, and upon the judgment of experienced postmasters and trained experts. If it be difficult at first to believe that the proportion of wrongly classed matter is so large, two considerations will make it clear. On the one hand, the entire circulation of the questionable matter goes through the mails, for with its scattered range it has no other method of distribution. On the other hand, the great body of the newspapers of the considerable cities, where requiring transportation, go for the most part in bulk on the railroads outside of the mails. Most of their circulation is within a radius of two or three hundred miles. Within that circle they are transported in bulk for less than the postage rate. The Government carries for three thousand miles at the same rate as for three miles. If the abuses now under consideration can be eliminated it will be entirely feasible to establish zones with graduated rates, and to carry newspapers and periodicals in bulk within a limited radius for half a cent a pound. But as the case now stands, and with a just understanding of these facts, the estimate will be readily accepted that one-half the volume of second-class mail is of the character which the law never intended should possess its privilege.

THE ACTUAL LOSS.

This gives the prodigious aggregate of 200,000,000 pounds of mail a year which the Government is carrying and delivering at 1 cent a pound and which ought either to pay the third-class rate, equal to 8 cents a

pound, or not to be carried at all. Not counting the expense of handling, it costs the Government \$10,000,000 a year to transport this matter. It returns in postage \$2,000,000, thus involving a direct loss on transportation alone of \$8,000,000. If it be charged with its fair share of the total cost of the mail service on the very conservative calculation heretofore given, the loss to the Government is not less than \$12,000,000. That amount is three times the postal deficit of the last fiscal year. Had that loss not been sustained there would have been a surplus of \$8,000,000.

The Government is thus not only contributing largely and rightly to the distribution of legitimate newspapers and periodicals with a public object and coming within the law, but it is paying a subsidy of \$12,000,000 a year for purely private publishing enterprises, run solely for private profit. How great a burden this is and how it stands in the way of just public undertakings will be plain on a moment's consideration. This wrongful subsidy would pay substantially the net cost of extending rural free delivery over all the feasible part of the whole country. It would pay, if not all, at least the greater part, of the loss of revenue involved in penny postage on drop letters. It would pay the cost of three battle ships. It would pay the largest amount that has been proposed to be set apart for the upbuilding of a great American merchant marine and leave \$3,000,000 to spare every year.

This great abuse, which has been repeatedly condemned by my predecessors, is so flagrant and so hurtful and obstructive to all postal progress that the Department has felt impelled to undertake measures for its correction. The needed reform has been sought by legislation, and legislation which shall make a more precise and distinct definition of what shall constitute second-class mail matter and which shall bring within reasonable bounds some of the privileges that are now grossly stretched, sample copies for example, is eminently desirable and important. In the absence of such additional legislation the Department is limited to the application of the law as it is, and as much of the evil that has grown up has come because even the safeguards now provided have been neglected, a more strict enforcement of the existing law will, it is believed, accomplish much good. The rulings and measures adopted to this end have been directed to three distinct kinds of infraction of the law: First, a prohibition of the transmission of "returns" or unsold copies at the pound rate; second, the exclusion of books from the second class; third, the restriction of publications which have not a legitimate list of subscribers or are published primarily for advertising purposes.

NO LAW FOR RETURN COPIES.

There never was any warrant of law for the sending of return or unsold copies of periodicals at the pound rate. The practice has

grown up through loose methods and sheer assumptions. The law is designed to aid in the sale of the legitimate periodicals. With this object it authorizes their transmission at the lowest rate to subscribers or to news agents who dispose of them to purchasers. But it authorizes this only for sale and not for return. It means to carry the periodicals out to people who want them, but not to carry them back at a heavy loss when they are not wanted. It is not conceivable that the law contemplated the issue of an unlimited excess above any known demand and the return of the excess at the same rate to the source of origin. There is no claim that the publishers have what is called the return privilege, but because the law permits news agents to send to other news agents, evidently for the purposes of sale, the pretense has insidiously grown up that the publications may be sent out and allowed to remain on sale for an indefinite time, and that then, when the sale is exhausted, those left over can be sent back at the pound rate to the news company, which is the chief distributor, for redelivery to the publishers. This is claiming for the agent a privilege which is denied to the principal, and is manifestly a mockery of reason. Moreover, it imposes upon the Government the double burden of carrying the same matter forward and backward at a double loss.

Under this unwarranted practice the publishers of many meritorious periodicals have undoubtedly fallen into the way of printing an issue that exceeds the number of subscriptions or reasonable expectation of sale. The advantage of having an ample supply on exhibit and the natural limitation of the orders of news agents when returns are more costly are fully appreciated. But is there any just ground of complaint or any real hardship in the new order? Let a practical test be applied. Let it be supposed that a publisher sends out a ton of his publication beyond the subscriptions and regular sales. Let this extra ton be for news-stand display and possible extra calls. If it be all sold, nothing is lost to the publisher. But suppose the entire ton remains unsold and is returned, what is the difference in practical effect?

Under the old unlawful practice the postage on the return would be 1 cent a pound. Under the new ruling it will be 4 cents a pound. To the publisher, then, the possible additional cost of a whole ton of excess and waste is \$60; but to the Government the actual net loss in sending out this extra ton is \$80, and under the old practice the net loss in sending it back was \$80. So that where the publisher under the reform runs a possible risk of an added cost of \$60, the Government without the reform directly loses \$160 on his operation, and even with the reform still loses \$100. Is not the advantage of the transaction yet with the publisher? Whatever the ethics or equities of the case, the duty of the administrative officer is to follow the statute. The mailing of returns or unsold copies at the pound rate never had the sanction of law, and the Department is simply enforcing the law.

BOOKS AS PERIODICALS.

The second feature in the reform of the abuses of second-class mail is the exclusion of books and their relegation to their proper class. The law distinctly places books in the third class with a postage rate of 1 cent for 2 ounces. But through a palpable evasion of the law an enormous abuse has grown up in the transmission at the pound rate of large quantities of paper-covered books, printed and issued under the pretense of being serial publications. They are in no sense periodicals. They have none of the real characteristics defined by law as marking second-class matter. They are not continuous or consecutive. There is nothing in form or substance or treatment to differentiate them from books which are confessedly in the third class and make no other claim. Through the mere device of being numbered and of being called a series, without any true serial character, they masquerade as periodicals, to the great loss of the Government, to the serious prejudice, in many cases, of the public morals, and to the grave wrong of the publishers of a better literature who resort to no such subterfuge. They are not lawfully in the second class and a just administration of the law requires their exclusion.

It is the province of the Department to execute the law as it is, and not to be governed in administering it by a consideration of the ethical questions involved. But where great abuses have come through evasion of law, and where their correction is undertaken, it is proper to point out not only the financial, but the public and moral consequences which have ensued. Among the books which have been wrongly included in the second class are undoubtedly many of an intrinsically meritorious character. It is not meant to embrace all in a sweeping and indiscriminate condemnation. If the worthy books to which reference is made were in their rightful class, no objection could be offered. But it is equally true that large numbers of the books which are masked under the cloak of being periodicals, and so have secured the pound rate, are of a meretricious character, and when the Government is made to pay the chief expense in their production it has no right to be indifferent to their dangerous influence.

Cheap paper and cheap postage have wrought incalculable good in opening the avenues to cheap popular literature, but, as often happens in the progress of the world, the vast good is not unmixed with harm. They have also generated a pestilent brood of trashy and noisome publications. Many of the books in question are of the dime-novel order and are malodorous blood-and-thunder stories. They portray and glorify crime and outlawry. They inflame and debase the youthful mind. Their whole influence is pernicious, and tends to develop and promote the mental and moral disease upon which anarchy feeds and social disorder thrives. Our Government does not and can not establish

a censorship; it rightly leaves the protection of society to the wholesome educational influences which it properly encourages. But it is monstrous that, through the perversion of a fair and well-meant law, the Government should be made the leading partner and the chief cash contributor, as it has been, in the manufacture of a morally tainted literature, and it is a gratifying circumstance that the plain duty of enforcing the law will have the added merit of relieving the Government in large degree of this lamentable complicity.

PERIODICALS FOR ADVERTISING AND FREE CIRCULATION.

The third step in this vital reform is the rightful classification of periodicals which are obnoxious to the requirements for the second class in that they have not a legitimate list of subscribers or that they are published primarily for advertising purposes or for free circulation or for circulation at nominal rates. This measure is more difficult of execution than the first and second, because the lines are not so clearly drawn and the evasions of the law are more subtle and elusive. Returns can be absolutely cut off by one stroke. Books are easily recognizable and placed in their proper class. But it is a work of more delicacy and labor to determine whether many weekly and monthly periodicals are inside or outside of the prescribed and distinguishing requisites for admission to the second class. It requires a special examination in every case. The law was framed with the obvious intent of limiting the pound rate to what were understood and recognized as regular newspapers and periodicals serving a distinct public end. When a periodical has not "a legitimate list of subscribers" the law treats it as evidence that there is no public call for it and that it is not entitled to the privilege. When it is "devoted primarily to advertising purposes," that is held to be a private end which has no claim to special consideration. When it is issued mainly "for free circulation or for circulation at nominal rates," that again is taken as putting it outside of the limit, for free circulation means that the publisher and not the public determines the issue, and the law is made in the interest of the public.

These conditions and restrictions are rightly imposed as safeguards against the abuse of a liberal concession for purely private aims. They stand in the law and faithful administration requires its enforcement. Nevertheless, in hundreds and even thousands of cases, through ingenious devices and lax or tolerant supervision, admissions have been made and publications go on in complete disregard of these statutory limitations. When it costs so little to produce a publication of the type referred to, when it can be distributed for still less, when a substantially free circulation brings such profitable returns in advertising, there is a powerful temptation to carry on this business at the expense of the Government. One or two examples taken from the official records will illustrate where it leads.

SOME EXAMPLES.

There is a single periodical of which the copies sent through the mails for the quarter ending March 30, 1901, averaged 223,688 pounds for each issue, or about 112 tons or nearly 8 carloads, reckoning the weight of a carload of paper at 30,000 pounds. For transporting each issue of that periodical the Government actually paid \$11,184.40, against which it collected \$2,236.88 in postage; it also paid \$4,473 for handling, making a direct net loss to the Government on every issue of \$13,421. As compared with this cash gift by the Government, the publishers, besides the postage, paid about \$4,473 for the white paper, and, as shown by an expert reckoning, \$127.16 for composition, all these items together amounting to \$6,837. There is not a well-informed publisher in the country who would not say that \$500 was an extremely liberal allowance for all other expenses, making a total cost to the publishers of \$7,337, as against a net cost to the Government of \$13,421; so that the Government contributed about \$6,084 more on every issue to the expense of running that publication than the publishers themselves contributed.

But this is only one side of the story. The publication in question does not conform to the statutory characteristics of second-class matter. It was not originated and is not published for "the dissemination of information of a public character." It is not "devoted to literature, the sciences, arts, or any special industry." Nearly one-half of its circulation, not merely of one issue alone, but of all, is avowedly free, being made up of sample copies. Of the other half it is believed that the bulk is substantially free, being sent to procured names without charge, or to ostensible subscribers obtained through merchandise premiums substantially equal in value to the subscription price, thus making it a circulation at a nominal rate.

The object of this enormous free circulation is to establish a basis for securing advertising at a high rate, and an expert examination shows that the amount of advertising in a single issue at the published rate reaches \$53,780. Thus we have the extraordinary spectacle of the Government being subjected to a direct loss of \$13,421, for which all the people are taxed, in order that the publishers of this particular periodical may make a profit on advertising of \$53,780, out of which they paid only \$7,337 toward the cost of the enterprise. These, let it be remembered, are the figures of only one issue. Multiply them by the number of issues through the year and both the loss to the Government and the profit to the publishers run up into the hundreds of thousands of dollars. It is obvious that this publication is published "primarily for advertising purposes," and so is directly repugnant to the provisions of the law; and it is only a specimen of hundreds of others. A group of periodicals of the same character published by

one firm sends 4,482,824 pounds a year through the mails, to transport which costs the Government \$224,141, and on which its net loss is \$179,312. Still another periodical mails 159,243 pounds of a single issue, the carrying of which involves a loss to the Government of \$6,369.72. These illustrations might be multiplied indefinitely.

To correct the various abuses thus indicated, the Department has undertaken a more strict application of the law, through three orders directed to the several objects which have been described, and the subject is treated somewhat at length because it is felt that the reasons for its action should be clearly understood. The full results of the reform will not be realized at once. It is first necessary to enforce the lawful classification, which is a work of some time. This will either relieve the mails or bring more revenue, or do both. The postal force, both in the post-offices and on the railroads, will also be measurably relieved of the excessive strain now placed upon it, and if it can not be diminished it will at least gain more freedom for better service in other directions, and the constant and urgent pressure for an increase in order to keep pace with the heavy demands will be lessened. The cost which the abuses have entailed on the Government can be approximately calculated, as given above, but the saving depends on the degree of thoroughness with which the reform can be executed, and can not be accurately estimated. It will, however, when fully realized, amount to several million dollars a year, and will not only make the service self-sustaining but permit important advances on other lines.

THE DEPARTMENT EXECUTES THE LAW.

It is to be borne in mind that in engaging in this work the Department is not assuming to make or extend the law. That is the prerogative of Congress. The Department is simply administering the law as it finds it. It is charged with the duty of issuing certificates of entry to the second class, and incident to that duty it must determine whether the conditions requisite to such a certificate are fulfilled. The number of new applications is about 5,000 a year. The Department must decide whether they are entitled to admission or not. It can not with a sense of duty admit those which do not meet the statutory requirements. But to apply the law rigorously to new applicants and not to apply it in the same way to existing publications would be unjust to the former and would be to leave a monopoly to the latter.

It is plain that in this situation choice must be made between two alternatives, either to let down the bars and admit books and unlimited returns and advertising sheets and periodicals of free circulation without any practical restraint, or else to undertake to enforce the law with a just and even hand. What the former means is manifest. Even with more care the weight of second-class matter increased 50,000,000

pounds last year. That increase of a single year involved a dead loss to the Government of \$2,000,000 on transportation alone. If the evil is to go on without check, the public wrong will be still further magnified, the burden will constantly swell and an intelligent, systematic and comprehensive policy of improved service will be needlessly trampled and embarrassed. There is only one just and safe course, and that is to remand these noxious growths which have fastened on the mails to their rightful class or cut them off altogether.

INTEREST OF LEGITIMATE PERIODICALS.

In this work of reform the legitimate newspapers and magazines have an interest as immediate and vital as that of the Government and people themselves. No criticism falls on them and no laying of the axe at rooted evils menaces their position. They ask no favors. They stand on their rights. With their fixed place, their public object, and their regular body of readers, they are the direct objects of that deliberate and enlightened public policy which in the interest of the people fosters the recognized sources of public intelligence. They observe and fulfill the requirements of the law. And because they do they have the more concern in eliminating those which do not.

It is morally impossible that the flagrant abuses which have been depicted shall go on uninterruptedly and unceasingly. If, with their palpable obstruction of postal advance for the advantage of all the people, and with their shameful misuse of the public treasury for private ends, they are left unchecked, they will sooner or later rouse a storm of opposition which will strike indiscriminatingly at the special rate that is perverted to the illegitimate purpose. Not only do they wrongfully deplete the postal revenues, but they taint and harm a great business by injurious methods on unequal ground; and legitimate publications, for the honor of their own mission and work, and in their own interest, will welcome and sustain the effort for the enforcement of the law and the maintenance of its just standard. The redemption of the postal service from the incubus which works a great injustice to the people and to all law-abiding publishers and which impairs the power of the Department for efficiency and improvement in many directions is felt to be the highest duty, and to that duty the Department addresses itself, relying on the support of all who would have the law faithfully observed.

RURAL FREE DELIVERY.

The rural free delivery has advanced with increased strides. Its extension during the past year has been nearly three times as great as the whole amount of service previously established. The number of routes in operation at the beginning of the fiscal year was 1,276, and at the close 4,301. During the current year, with an augmented appropriation and a more experienced force, the work will proceed still more rapidly. At the opening of December 6,009 routes will be running, and under present plans the number will increase by July 1, 1902, to 8,600.

The rural population now receiving daily service is about 4,000,000, and at the end of the fiscal year it will reach 5,700,000. The delivery system will then cover more than a quarter of the eligible portion of the country, and at the present rate of establishment the entire area suited to the service—that is, as estimated, a million square miles of territory with 21,000,000 of rural residents—will be brought within its scope in less than four years. The mail will then, if the work goes on, be delivered at every door in the United States except in the most remote, mountainous and sparsely settled sections, and in villages of limited receipts where the post-office is within easy reach. The demand for the service grows with the public experience of its convenience and utility. The number of applications for new routes at this time last year was 2,159. Those now pending and awaiting action amount to 6,129. Thus the 6,000 routes which have been organized are only one-half of the number already asked for

ADVANTAGES OF THE POLICY.

The policy of rural delivery is no longer a subject of serious dispute. It has unmistakably vindicated itself by its fruits. If the financial results are still undetermined and require greater experience and more complete data before a conclusive judgment can be pronounced, the practical benefits and the popular appreciation and demand have been decisively demonstrated. It has been made plain that this service is a potent educational force; that it brings agricultural life into far closer relations with the active business world; that it keeps the farmer in daily touch with markets and prices; that it advances general intelligence through the increased circulation of legitimate journals and periodicals, stimulates correspondence, quickens all interchanges, promotes good roads, enhances farm values, makes farm life less isolated and more attractive, and unites with other wholesome influences in checking and changing the hitherto prevailing current from country to city. The national value of these advantages is incalculable. They

are not theoretical, but real, direct and immediate. In diffusing them the beneficent agency of the Government is brought into the daily presence and thought of the people. A service which has within three years wrought such a great improvement in the conditions of rural life can not be halted. It must go on until it shall be fully completed.

A closer consideration of the material interests involved enforces this conclusion. On an average there are 125 families on a route. Under the old system they traveled from 2 to 4 miles in going to the post-office. If the cost in time and other factors be reckoned at 10 cents a day for each family, it is clearly a moderate estimate. That made an aggregate of \$12.50 a day. The Government can deliver the mail at the doors of all for \$2. Why shouldn't it do so and save them the larger burden? Extend the calculation to the whole country. There are about 4,000,000 families dependent on the rural service. The aggregate cost to them of going to the post-office reaches an enormous sum. The Government can carry the post-office to them for a fraction of the amount. Under such circumstances the claim to the service becomes irresistible. It is the business of the Government to deliver the mails as far as practicable. The apprehended obstacles to rural delivery have largely vanished with actual experience, and the manifest advantages, now clearly shown, urge the full development of the policy.

Even the fear that the ultimate cost of this service would so far exceed the return as to make it a heavy national burden is sensibly dissipated by the results of the experimental trial. It is demonstrated that the establishment of rural delivery is invariably followed by a large increase of postal receipts; on the other hand, it permits a material retrenchment through the discontinuance of star routes and small post-offices; and the combined effect of the augmented revenue and the considerable saving brings the net cost of the delivery system to proportions which may be regarded without apprehension. The saving during the last twelve months on star routes thus superseded was \$173,404.41, and on post-offices discontinued it was \$120,221.43. The two together amount to one-sixth of the entire appropriation for this service.

THE INCREASE OF REVENUE.

The increase of revenue is equally marked. An analysis of the returns for the last fiscal year shows that in the free-delivery offices the increase of receipts averaged 11 per cent; in the nondelivery Presidential offices $3\frac{1}{2}$ per cent, and in the strictly rural sections $2\frac{1}{2}$ per cent. Long experience has made it clear that under the old conditions the annual rate of growth of postal revenue in country communities is about 2 per cent. But wherever rural delivery has been established this annual gain has risen to 8 or 10 per cent. The ratio of increase

on the rural routes is substantially equal to that of the free-delivery cities. This is as true of those which have been operated for three years as of those operated only for a year, showing that it is not an exceptional and transient expansion in the nature of a spurt, but that it is the normal, uniform, and legitimate increase which always follows improved facilities. In the ten complete county services which have been established this is more marked than in the fragmentary system, proving that the more perfect the service the better the results. It is clear that if a saving can be effected in the curtailment of star routes and fourth-class offices to the extent of one-sixth of the cost of rural delivery, and if the annual gain in postal revenues shall advance wherever it is applied from 2 per cent to 8 or 10 per cent, then the net outlay involved in the complete development of the system will not be so great that it need deter Congress from the prosecution of this enlightened policy.

MAKING THE SERVICE PERMANENT.

With its acceptance as a fixed and enduring service the wisdom of placing it on a permanent basis and of bringing it into full harmony with the general principles of the postal establishment enforces itself. In authorizing rural delivery as an experiment Congress adopted no directing mandate and simply made the requisite appropriation. It did not undertake to prescribe the rules or methods of organization. It gave the Department full discretion to determine the means and select the agents for its trial. As the service was experimental in its nature, as its development depended upon the results of actual experience, as its progress might require changes in form and method, Congress deemed it wise to leave the plan flexible and capable of modification as observation dictated. It did not desire to restrict the freedom of the Department to avail itself of the best suggestions and the ripest fruits of the practical test. The controlling object was to determine the feasibility and utility of rural delivery, and the yearly enlargement of the appropriation in the same unlimited terms indicated the purpose of Congress to allow full latitude for the amplest trial and the development of the best agencies and methods of application.

With this discretionary authority the existing system has been created. At the beginning of the fiscal year 1899 there were less than 200 routes in operation. There are now 6,000. The organization necessary for this large establishment has been made; the agents to locate and the inspectors to examine the operation of these routes have been appointed; the carriers, who daily traverse the routes and collect and deliver the mail have been named; and these more than 6,000 selections have been made without friction, and, it is believed, with little complaint. The merit principle of appointment has substan-

tially been applied, and no removals have been made except for cause. Both the clerical administrative force and the force in the field have been chosen with care, upon grounds of fitness and qualification, and none have been named who were not believed to come up to a high standard of integrity and capacity. Out of this method has grown a body of faithful and earnest employees, who, it is confidently felt, will compare favorably in intelligence and efficiency with any part of the civil service..

APPLICATION OF CIVIL SERVICE RULES.

In my last annual report this subject was thus referred to:

The selection of agents charged with the duty of organizing and laying out the routes, and of carriers charged with the handling of the mails, has been made with great care. A high grade of intelligence, aptitude, and fidelity is required, and it is believed that the results thus far justify the methods pursued. The enlargement of the service will entail greater organization and expenditure, and should be surrounded with every practicable safeguard. If the extension of rural delivery is to be entered upon as a settled policy, the attention of Congress should be directed to its requirements with a view to the adoption of such principles of organization as its wisdom may approve.

The condition thus indicated is now realized. Rural delivery may be accepted as a settled policy, and it may well be brought within the principles of the permanent service so far as they are applicable without obstructing its development or impairing its efficiency. The civil-service rules may properly be extended to the special agents, the route inspectors, and the clerical force, and their admission to the classified service will not only give the sense of security which their careful selection and intelligent efficiency merit, but will, in their high character, in nowise derogate from its established standard. So far as the general administrative force is concerned, there is no need for further discretion in appointment or in tenure.

In considering the method of selecting the rural carriers, however, care must be exercised not to retard the establishment of the service which is so urgently demanded and not to embarrass its operation. The function and relations of the carrier are surrounded with special conditions which can not safely be disregarded. They involve possession of the necessary carrying equipment, long familiarity with the route, knowledge of the people on the part of the carrier and confidence in the carrier on the part of the people, ready availability of substitutes with the same equipment, and other considerations which do not enter into ordinary appointments. Every reasonable safeguard for selections on merit, with a view to the character of the service required, should be provided. But when we consider that routes are being established at the rate of 400 a month, that they are scattered over all the States, and that the special agents in organizing the routes have the

opportunity of personally examining the proposed carriers, who are afterwards brought also under the review of the inspectors, the wisdom of not surrounding the selection with difficulties that may impede or thwart the very object sought will be apparent. The rules needed are simple rules, which will make merit the test, permit prompt action, give secure tenure, and protect the efficiency of the service.

CUBA.

The postal service in Cuba, under the reorganization effected last year, has been conducted with the highest degree of fidelity and efficiency. The revenue for the fiscal year 1900 was \$246,912.31, and for the fiscal year 1901 it was \$367,634.50, showing an increase of \$120,722.19. This increase was due, not to an expansion of the postal business, but to a faithful accounting of moneys received. The expenditures for the fiscal year 1900 were \$598,497.69, and for 1901 they were \$451,437.89, showing a decrease of \$147,059.80. The deficit was thus reduced from \$352,585.38 to \$83,803.39. These statements summarize the results of a careful and honest administration. Notwithstanding the large retrenchment of expenditures, the service has been greatly improved, and it is now in excellent shape for such disposition as the course of affairs in the island may require.

PHILIPPINE ISLANDS.

In the Philippine Islands the service has been somewhat extended as the general conditions have improved and the need for intercommunication has increased. This extension has entailed larger cost, and the expenditures have, for the first time, passed the receipts, the deficit for the year being \$36,470.06. Outside of Manila and the larger towns nearly all the revenue is derived from the army and the employees of the Government. The civil-service system is in full operation, and since September 19, 1900, all employees have been appointed after civil-service examination. The need of a regular transportation service between the islands becomes more apparent with the return of normal conditions, and measures for the establishment of such service will receive careful consideration.

OCEAN-MAIL SERVICE.

Under the act of 1891, to provide for ocean-mail service between the United States and foreign ports and to promote commerce, six contract routes for ocean-mail service are now in operation at a cost of \$1,448,968 per annum. The latest contract went into effect November 1, 1900, and was with the Oceanic Steamship Company for carrying the mails from San Francisco to Sydney, New South Wales, calling at Honolulu, Pago Pago, and Auckland. This is the only

service under the act on the Pacific. Its inducements have not yet proved sufficient to elicit proposals for a direct contract service between the Pacific coast and the Orient. The importance of a more direct, speedy, and regular communication with the Philippine Islands will be universally recognized. Such communication might be provided in connection with mail service to Japanese and Chinese ports, and its advantage to the commercial and general interests of the country is apparent. The promotion of a merchant marine and the illustration during the recent Spanish war of the value of fast mail steamers as auxiliary cruisers in times of emergency enforce the wisdom of making the act for the extension of ocean-mail service effective wherever it is practicable.

THE PNEUMATIC-TUBE SERVICE.

The pneumatic-tube service in New York, Philadelphia, and Boston was suspended with the close of the last fiscal year. The contracts then expired, Congress failed to make further appropriation, and the service ceased. A strong public appeal came for its continuance, and proposals were made looking to that object without expense to the Government. But the Department accepted the attitude of Congress as decisive of its desire and purpose until it could review the question. It would be unfortunate, however, in the judgment of the Department, if the suspension were more than temporary. Delays have ensued in the transmission and delivery of the mails, and the business interests which have been injuriously affected earnestly seek the reestablishment of the service. The report of the expert commission appointed in 1900, which was transmitted to the last Congress and to which attention is again invited, was a searching exposition of the subject, and fully upholds the pneumatic system, within defined limits, as an important, valuable, and necessary accessory of mail communication. To strain fast mail trains and then partially defeat their object by slow wagon service at the great terminals is a contradictory and incongruous policy. The Department renews its request for an appropriation of \$500,000 for the restoration of the pneumatic service, and I earnestly commend it to the favorable consideration of Congress.

PARCELS POST.

Though the parcels-post conventions have existed for several years between the United States and various countries of this Continent, the convention with Germany was the first made with any nation in Europe. Its operation has been awaited with interest as throwing light upon the question of extending such relations. The results of one year's experience are now available. The aggregate weight of parcels received from Germany was 233,690 pounds, as against 51,484 pounds

sent from the United States; the average weight of the former was 7.44 pounds and of the latter 2.44 pounds. To all countries with which we have conventions we sent 252,791 pounds, and from them we received 281,813 pounds, of which all but about 48,000 came from Germany. Other countries in Europe seek parcels-post conventions with us, but it may be a question how far a foreign service of this character should be extended before a domestic parcels post shall be inaugurated. The establishment of a domestic system is a question for Congress.

MONEY-ORDER TRANSACTIONS.

The volume of money-order transactions during the last five years has increased 56 per cent. During the last fiscal year the receipts of this branch maintained, for the 305 working days, an average of \$973,814 daily, and amounted for the year to \$294,618,680.99, an increase over the previous year of \$39,000,000. The number of money-order offices in operation at the close of the fiscal year was 30,529, a net increase of 880 over the previous year. This increase was small, owing to the fact that the establishment of rural free-delivery routes resulted in the abolition of many small offices. The volume of money-order business, however, shows no diminution because of this fact.

FREE-DELIVERY SYSTEM.

The free-delivery system in cities now serves 32,000,000 patrons at a cost of 50 cents each per annum. On July 1 last 866 cities and towns were included in the system, in which at least two mails per day were delivered and collected by the 16,389 carriers employed.

MAIL-TRANSPORTATION SERVICE.

The length of domestic or inland mail routes was increased during the year by 10,818 miles, or 6,940,285 miles in annual travel, the total number of such routes of all classes at the end of the fiscal year being 35,316, aggregating 511,808 miles in length and an annual travel of 466,146,059 miles. This comprehensive service involved an expenditure of \$56,810,242.05, an increase of \$1,664,182.29 over the previous year.

The transportation of the mails in Hawaii and Porto Rico, the cost of which is now included in the general appropriation for that purpose, has, since my last report, been completely reorganized, and there are now in Hawaii 57 routes, with a total length of 4,349 miles, and in Porto Rico, at the end of the fiscal year, there were 41 routes, with a length of 4,754 miles.

STAR SERVICE.

The number of star routes at the end of the year was 22,797, with a total length of 267,357 miles. The annual travel necessary to perform service on these routes amounted to 134,404,541 miles, for which contractors received \$5,204,416.86. These figures show an increase in length of routes of 2,500 miles; in annual travel, 343,680 miles, and in rate of expenditure, \$71,038.46.

New contracts were made during the year to cover the star-route service in the New England and Middle States, and Maryland, Virginia, and West Virginia. There were 5,820 routes involved in this letting, aggregating 46,870 miles in length and 29,984,920 miles in annual travel, an increase over the old contracts of 219,284 miles of travel.

These new contracts contain the requirement that the contractor shall reside on or contiguous to the route awarded him, and that the carrier, whenever desired by the addressee, shall deliver mail into boxes erected along the route; and the same provisions will be incorporated in contracts to be let shortly for service in the States west of the Mississippi River. The practice prevailing in former years of permitting a contractor to sublet the service has been discontinued except in cases where sufficient reasons are given and the Department is convinced after investigation that the proposed subcontractor is in every way qualified to render satisfactory service. It is hoped by such methods to eliminate gradually the possibility of poor, underpaid service often rendered by subcontractors under the old system.

THE SERVICE IN ALASKA.

Much thought has been given to the needs of Alaska. The existing service of four mails a month from Skagway, via Dawson, Circle, and intermediate points, to St. Michael and Nome was arranged last winter, and will be maintained during the present season. Additional service has been provided whenever made necessary by the fluctuating tide of settlers, and the Department endeavors to follow the prospectors as closely as is practicable. There is now a semimonthly service between Valdez and Circle, with a provision for carrying a limited amount of other than letter mail, a feature that it has been found impracticable heretofore to incorporate in contracts for Alaskan service. Other less important points are now served with greater or less frequency as the needs of the settlers dictate, and it is safe to say that, considering the very unfavorable conditions under which service in Alaska must necessarily be performed, the inhabitants of that Territory are enjoying a reasonably satisfactory service, which the Department will endeavor to improve. It may be of interest to note that the Alaskan service now comprises 29 routes, with a length of 22,059 miles, involving annual travel amounting to 665,067 miles, at a cost of \$293,046.99 per annum.

AUTOMOBILE TESTS.

The first contract for the carriage of mails by automobiles was entered into during the last fiscal year for service between the post-office at Buffalo and the station in the Pan-American Exposition grounds, a distance of $4\frac{1}{4}$ miles. This distance was covered in thirty-five minutes, and there were seven trips daily. The service rendered proved satisfactory, and a contract will go into effect on January 1, 1902, for similar service in Minneapolis, which will afford a still better test of the adaptability of the automobile for service in large cities.

RAILROAD TRANSPORTATION.

For the year ending June 30, 1901, the sum of \$33,881,390 was paid for the transportation of the mails on the 2,746 railroad routes in operation throughout the United States, showing an increase of \$456,408.09 in the annual rate of expenditure. The annual travel on these routes reached a total of 302,613,325 miles, an increase of 5,357,022. The customary reweighing of the mails, for the purpose of making the quadrennial readjustment of pay as required by law, was made on all the railroad lines in the first contract section, including the States from Maine to West Virginia, and resulted in an approximate increase of pay of \$1,094,556, or 14.58 per cent.

ELECTRIC-CAR SERVICE.

At the close of the year there were 326 electric and cable car routes in operation, having a total length of 2,956 miles, traveling 6,589,408 miles, and costing the Government \$362,614.17. The increase in length of routes was 610 miles, in annual travel 889,105 miles, and in annual rate of expenditure \$44,331.75.

THE RAILWAY MAIL SERVICE.

This service was extended during the year so that on June 30 there were 1,306 lines of traveling post-offices, covering 182,154 miles, and employing 9,182 clerks, whose annual travel in crews amounted to 210,221,576 miles. To accomplish this 3,774 cars and apartments were used on steam railroads, 20 cars on electric and cable lines, and 72 apartments on steamboats. During the year the clerks of the Railway Mail Service handled 14,181,224,420 pieces of ordinary mail and 21,284,833 packages, cases, and sacks of registered mail, with an average of only one error to every 10,626 correctly distributed.

During the year there were more casualties in the Railway Mail Service than in any similar period since its organization, the total number being 825, in which 7 clerks were killed, and 63 seriously and 229 slightly injured. I beg to invite attention to the remarks on this

subject contained in the current report of the Second Assistant Postmaster-General, and to renew my recommendation for legislation for the relief of the families of railway mail clerks who are killed while on duty. Congressional action has been recommended by this Department for some years, and is urgently needed for relief in deserving cases of this kind.

POSTAL REVENUE.

The postal revenue from all sources was as follows:

Sales of stamps, stamped envelopes, newspaper wrappers, and postal cards	\$102, 023, 473. 03
Second-class postage (pound rates), paid in money	4, 294, 445. 73
Box rents	2, 915, 853. 14
Money-order receipts	1, 668, 659. 29
Receipts from unpaid money orders more than one year old	430, 755. 43
Letter postage paid in money, principally balances due from foreign postal administrations	199, 412. 68
Miscellaneous receipts	52, 172. 01
Fines and penalties	30, 829. 30
Receipts from unclaimed dead letters	15, 592. 78
Total receipts	111, 631, 193. 39
Excess of expenditures over receipts	3, 923, 727. 48

EXPENDITURES IN DETAIL.

The expenditures of the postal service for the year are shown, by items, in the following statement:

Transportation of the mails on railroads	\$33, 523, 902. 18
Compensation to postmasters	19, 949, 514. 79
Free-delivery service	15, 752, 600. 00
Compensation of clerks in post-offices	12, 840, 738. 60
Railway Mail Service	9, 675, 436. 52
Transportation of the mails on star routes	5, 143, 211. 11
Railway post-office car service	4, 408, 639. 53
Transportation of foreign mails	2, 004, 249. 60
Rent, light, fuel for first, second, and third class offices	1, 942, 692. 76
Mail-messenger service	973, 471. 98
Manufacture of stamped envelopes	570, 441. 86
Transportation of the mails—regulation, screen, or other wagon service	734, 438. 61
Transportation of the mails on steamboats	508, 444. 48
Special-delivery service	544, 785. 38
Mail depredations and post-office inspectors	492, 859. 27
Mail bags and catchers	265, 077. 86
Transportation of the mails—electric and cable cars	330, 894. 61
Manufacture of postage stamps	253, 000. 00
Transportation of the mails—special facilities	167, 010. 40
Manufacture of postal cards	156, 702. 37
Miscellaneous items at first and second class offices	221, 709. 55
Balance due foreign countries	144, 385. 03

Blanks, blank books, etc., for money-order service	\$99, 228. 66
Registered package, tag, official, and dead-letter envelopes	101, 000. 00
Wrapping twine.....	159, 622. 76
Renting of canceling machines	145, 817. 79
Stationary for postal service.....	69, 695. 05
Experimental rural free delivery	1, 749, 525. 06
New territory and military postal service.....	227, 175. 67
Compensation to assistant postmasters—first and second class offices.	1, 339, 333. 97
Payment of money orders more than one year old.....	88, 164. 98
Pneumatic-tube service	222, 254. 00
	<hr/>
	114, 806, 024. 43
Expenditures under twenty-two smaller items of appropriations...	233, 582. 66
	<hr/>
Total expenditures for the year.....	115, 039, 607. 09
Add expenditures during the year on account of previous years ...	515, 313. 78
	<hr/>
	115, 554, 920. 87

THE REGISTRY SYSTEM.

Statistics show a striking increase in the volume of business transacted by the registry system, and a consequent increase in the postal revenue. During the period covered by this report 20,814,501 pieces of registered matter, paid and free, passed through the mails, on which the sum of \$1,409,382.24 was collected as registry fees, showing an increase of \$177,947.36.

Early in the year the registry facilities were extended to our troops on duty in China, and the system, under changed conditions, worked with its accustomed smoothness and security.

LOSSES OF REGISTERED MAIL.

Complaints of loss of registered mail were received to the number of 8,033. Investigations were made and concluded in 5,394 of these cases, with the result that actual loss was found to have occurred in only 314, or an average of but 1 piece to every 44,666 handled by the Department.

LOSSES OF ORDINARY MAIL.

The records show that 100,255 complaints were made alleging losses of ordinary mail matter, of which, in the 63,642 that were investigated, it was found that in 12,576 no actual loss had been sustained.

THE SUPPRESSION OF FRAUD.

The statute directed against the use of the mails in the conduct of fraudulent schemes is seen to operate in a most wholesome way. Indeed, the authority contained in this provision of law now seems, after an experience of its operation extending over a period of about

eleven years, to be absolutely essential to the preservation of the integrity of the mails. The public has a right to expect that the Post-Office Department will use all possible means to protect it in its business dealings carried on through the medium of the post-office, and to see that schemes to deceive and to defraud are traced to their sources and their operators punished.

In this connection it seems proper to state that the enforcement of the law concerning lotteries and frauds has been so faithfully and vigorously conducted that there is no longer within the limits of the United States a regularly organized or chartered lottery doing business through the mails. The Louisiana Lottery, after finding that it was uprooted, transferred its plant to Honduras, and from that locality, through the medium of agencies established in different localities in the United States, transferring its literature to said agencies by express, was enabled to revive many of the objectionable features of its former business. Then followed the amendment to the interstate-commerce law, by means of which much of this improper business was cut off. So it can now be said that the Louisiana Lottery transacts no business in this country except through some secret channels not altogether yet discovered.

What is stated of the Louisiana Lottery Company may be extended to all other regularly organized or chartered institutions of this kind. There may be, and doubtless are, some concerns that transact limited business by the aid of messengers, but it can be positively stated that they do not use the mails, unless it is to a limited extent under sealed communications, which there is no possible means of lawfully detecting, except by the merest accidents.

Frauds of various kinds, great and small, are yet carried on through the mails to some extent. They are inaugurated mainly by tradesmen, by publishers of publications of a doubtful character, cigar and tobacco dealers, and some compounders of quack medicines, etc., but each of these concerns as it comes to the notice of the Assistant Attorney-General for this Department, or to the inspectors' corps, is promptly suppressed. The law which authorizes the Postmaster-General, upon evidence satisfactory to him, to put the mail matter of these concerns out of the mails is so arbitrary that it is enforced with great care and caution. Many persons thoughtlessly and without intention to defraud adopt experiments to stimulate their private business, and very unexpectedly find themselves within the domain of fraud. In such cases they are dealt with as leniently as possible, and yet the law is enforced so far as the enforcement of it devolves upon the Post-Office Department. In other cases, where the promoters have adopted schemes for the evident purpose of obtaining money or property under false or fraudulent representations or promises, they are not only put out of the mails under the provision of the law which

authorizes the issuance of "fraud orders," but they are also handed over to United States attorneys for prosecution under the penal clause of the statute.

There is cause of congratulation that the statute of September 19, 1890, under the provisions of which lotteries have been suppressed and frauds eliminated, has succeeded to such an extent in purging the mails of improper matter. It is not probable that all kinds of impure and objectionable matter will be put out of the mails for some time to come, if ever. The spirit which prompts people to gamble, to take risk for the purpose of gain by questionable methods, operates to induce many people, ordinarily moral and upright, to take risks in furthering small and apparently innocent schemes in the face of the law. A very few of these, however, are extensive enough to arouse public alarm.

Without intending to comment extensively on them, it is proper to add that there is a class of companies or concerns in the country—very numerous and claiming to own capital in very large amounts—known as "bond investment" and "tontine" schemes, that are located in a number of States. All of these, it may be stated, in a general way, offer the sale of securities by a number of fanciful names as, for instance, certificates, coupons, debentures, etc., on the installment plan, promising large returns thereon, which, in most instances, are impossible of being earned by any known system of finance. These are under the constant watchful inspection of the Assistant Attorney-General and the inspector's force, and whenever it is discovered that one of them is violating the law by encroaching upon the authority of the Department, as many of them do, they are at once put on the "fraud list," and in extreme cases handed over to the courts.

DETAILS OF ADMINISTRATION.

The transportation of the mails by steamboat was performed during the year on 189 routes, 33,970 miles in length, with an annual travel of 4,652,257 miles, at an annual expenditure of \$542,985.32. This is an increase in length of routes of 7,969 miles, in annual travel 347,315 miles, and in cost \$27,938.19.

There was an increase of mail-messenger routes of 163, making a total of 7,353 in operation on June 30 last, with a total length of 5,091 miles and 10,541,346 miles of annual travel, costing \$995,811.76.

There were 5,701,033,286 pieces of stamped paper issued to postmasters, with a value of \$104,739,002.49, showing an increase of 379,208,412 in number, or 7.12 per cent, and \$7,073,861.35 in value, or 7.24 per cent, over the preceding year.

The issue of stamp books of convenient size has continued to be popular with the public, as is evidenced by the fact that 4,698,423

were sold last year with a profit to the Department of \$46,984.23 over the value of the stamps.

In April, 1901, a special series of six stamps, in commemoration of the Pan-American Exposition at Buffalo, was issued by the Department, and by the end of the fiscal year the sale of this issue amounted to \$3,849,600.

A new domestic postal card will very shortly be issued under a contract recently executed. This card will be of an entirely new and improved design, and will bear in the upper right-hand corner a likeness of the late President McKinley.

There were 51,428 letters and packages registered by rural free-delivery carriers on their routes, an average of about 12 pieces to each carrier.

Under the law authorizing the payment of an indemnity not exceeding \$10 for the loss of a registered piece of mail, 151 claims were allowed, amounting in the aggregate to \$1,034.38. Of these cases, 69 were for the maximum allowance and 82 for smaller sums.

During the year 7,133,263 pieces of mail were received at the post-offices for special delivery, an increase of 854,514, on which the additional postage was \$713,326.30. As the total expense of the special-delivery service was but \$545,598.57, including the cost of manufacturing the stamps, the sum of \$167,727.73 accrues as net profit to the Government. The total number of messengers employed at free-delivery offices was 2,583, who required on an average 16.17 minutes to make delivery.

Second-class matter was mailed at 9,620 post-offices, an increase of 78 over the preceding year. The total amount of this class of matter (paid and free) passing through the mails was 461,219,837 pounds, which, after deducting newspapers and periodicals mailed free in counties of publication, paid \$4,294,445.73 postage.

The number of pieces of mail matter of all classes handled by the postal service during the fiscal year reached the total of 7,424,390,329. As near as can be estimated, the several classes were divided into the following proportions: Letters, prepaid and official, 3,604,322,767; postal cards, 659,614,800; newspapers and periodicals, or second-class matter, 2,206,791,539; third and fourth class matter, 953,661,223.

At its last session Congress authorized the publication of a small pamphlet containing general postal information, to be distributed free to the public at the various post-offices. This pamphlet is now nearly completed, and will soon be ready for circulation.

On June 30, 1901, there were 76,945 post-offices, divided as follows: First class, 208; second class, 940; third class, 3,318, and fourth class, 72,479. During the year there were 3,294 post-offices established and 3,037 offices were discontinued. As has been the case in recent years, many offices were discontinued by reason of the rapidly increasing

growth of the rural free-delivery service, which covers the same territory far better and more satisfactorily, and 1,226 post-offices were discontinued last year for that reason. The establishment of rural free-delivery routes during the fiscal year also resulted in the discontinuance of star-route service costing \$131,710.42.

The number of postmasters appointed during the fiscal year was 15,657, of which 15,068 were of the fourth class and 589 of the Presidential grade.

There were 1,611 persons arrested during the year for infractions of the postal laws, of whom 327 were charged with burglarizing post-offices. Of the remainder 101 were postmasters; 40 assistant postmasters; 65 clerks in post-offices; 10 railway postal clerks; 27 letter carriers; 43 mail carriers; 19 employees in minor places, and 979 were not employed in the postal service. Of the 1,032 cases disposed of by the courts, convictions resulted in 634 and 461 were left awaiting trial at the end of the year.

The aggregate amount of the penalties of all postmasters' bonds now in force is about \$117,969,772.

At the commencement of the fiscal year 1901, 442 claims of postmasters for losses of funds resulting from burglary, fire, or other unavoidable casualty were pending, and during the year 1,217 such claims were filed, making a total of 1,659. Of these, 1,059 were considered, and allowances made amounting to \$80,657.20. Claims to the number of 760 were allowed, while 299 were disallowed, withdrawn, or dismissed. The number pending on June 30, 1901, was 600. Of the total amount allowed for losses, \$14,791.92 was for postal funds, \$52,083.29 for postage stamps and stamped paper, and \$13,781.99 for money-order funds. Of the total sum allowed, \$28,147.37 was for losses by fire, \$59,059.48 by burglary, \$137.64 by robbery or larceny, \$2,333.48 for losses of funds in transit from post-offices to depository offices, and \$979.23 for losses due to miscellaneous causes.

LEGISLATION NEEDED.

The following recommendations for legislation, some of which have heretofore been made, are submitted for the consideration of Congress:

That the maximum fee for a money-order be fixed at 25 instead of 30 cents.

That a fund be created out of the salaries of railway mail clerks to provide for the retirement of such clerks as have, after long periods of service, become incapacitated for active duty.

That publishers be required to make a preliminary separation of newspapers, under the direction of the Department, as a condition under which they shall enjoy the exceedingly liberal rates provided for carrying second-class matter through the mails.

That a building be provided in the city of Washington to be used wholly or in part by the mail bag and mail lock repair shop and as a depository for mail bags.

That section 3 of the act of June 13, 1898, chapter 446, providing that assistant postmasters, cashiers, and other employees in post-offices of the first, second, and third classes shall give bond direct to the United States be repealed, and that a statute be enacted requiring such officers to give bond directly to the postmasters and holding postmasters responsible under their own bonds for any and all acts and defaults occurring at their respective offices.

That provision be made for the payment of incidental expenses incurred by local officers or others in the arrest, detention, and keeping of prisoners charged with violations of the postal laws until such prisoners can be transferred to the custody of a United States marshal.

That a statute be enacted authorizing post-office inspectors to take out search warrants whenever the same may be necessary in the prosecution of their official duties.

That an appropriation be made for the purpose of constructing look-outs wherever, in the opinion of the Postmaster-General, they may be needed.

That the interstate-commerce law be amended to prohibit common carriers, to wit, telegraph and express companies, or any of their employees, from aiding and abetting in the green-goods or lottery swindles, or any other scheme carried on partly by mail and partly by common carrier and which is in violation of the postal laws.

In concluding this report, I have pleasure in making grateful acknowledgment of the efficiency and fidelity of my assistants and of the chiefs of division in the performance of their respective duties.

Very respectfully,

CHARLES EMORY SMITH,
Postmaster-General.

REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL
FOR THE
POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1901.

R E P O R T
OF THE
ASSISTANT ATTORNEY-GENERAL FOR THE POST-
OFFICE DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, November 16, 1901.

SIR: To the office of the Assistant Attorney-General for the Post-Office Department is assigned, by virtue of the regulations, the duty of giving opinions to the Postmaster-General or the heads of the several offices of the Department upon questions arising upon the construction of the postal laws and regulations, or otherwise, in the course of business of the postal service, with the consideration and submission (with advice) to the Postmaster-General of all claims of postmasters for losses by fire, burglary, or other unavoidable casualty; and of all certifications by the Auditor for the Post-Office Department of cases of proposed liability to the United States, and of the remission of fines, penalties, and forfeitures under the statutes; the keeping and preparation of all correspondence with the Department of Justice relating to prosecutions and suits affecting or arising out of the postal service, and with the consideration of applications for pardon for crimes committed against the postal law which may be referred to this Department; with the preparation and submission (with advice) to the Postmaster-General of all appeals to him from the heads of the offices of the Department depending upon questions of law; with the hearing and preparation of cases relating to lotteries and the misuse of the mail in furtherance of schemes to defraud the public; with the examining and, when necessary, drafting all contracts of the Department, and with such other like duties as may, from time to time, be required by the Postmaster-General.

LAW OPINIONS.

In the order of the duties enumerated above, I have the honor to report that during the fiscal year ended June 30, 1901, this office gave 603 official written opinions on legal questions. Of these 189 related to bond-investment schemes, 269 to miscellaneous schemes which were considered under the lottery law of September 19, 1890, and 145 on miscellaneous questions on bonds, leases, contracts, and all laws affecting the postal service except the act above referred to. In connection with these written opinions probably a greater number of verbal

opinions were given to officers of the Department who called in person for advice on minor questions. A comparison of this line of work with that of the last fiscal year shows an increase of 43 written opinions.

POSTMASTERS' CLAIMS.

The disposition of claims for alleged losses by fire, burglary, and other unavoidable casualties under the act of Congress approved May 9, 1888, and June 11, 1896, is shown by the following table:

Unsettled claims on hand July 1, 1900	442
Claims received during the fiscal year covered by this report	1,217
Total	1,659
Claims allowed during the fiscal year	760
Claims disallowed during fiscal year	299
Total settled during the year	1,059
Claims remaining unsettled June 30, 1901	600
Loss by fire	\$18,147.37
Loss by burglary	59,059.48
Loss by robbery and larceny	137.64
Loss of funds in transit from post-offices to depositaries	979.23
Loss by miscellaneous causes not enumerated above.	2,333.48
Total	80,657.20

(See appendix.)

Comparing the work of this branch of the office with the previous fiscal year, it will be noted that there is an increase in the number of claims presented, in the number allowed, and in the amount of the loss, the latter items being: Total loss for the fiscal year ended June 30, 1900, \$80,230.30, and for the fiscal year ended June 30, 1901, \$80,657.20.

COMPROMISES, REWARDS, AND PARDONS.

Only nine "compromise cases" containing offers to settle indebtedness to the Department under the authority of sections 295 and 409, Revised Statutes, were submitted to this office. These were returned to the Postmaster-General with written advice for final action thereon.

There were 87 claims for reward for the arrest and conviction of persons violating certain postal laws, which claims arose under offers promulgated by the Postmaster-General at different times, received at and considered by this office.

Sixty applications for pardon from persons convicted of violating postal laws were referred to this office for report and recommendation by the Attorney-General, which were duly considered and reports and recommendations made thereon.

FRAUD ORDERS.

Probably one of the most important duties connected with this office is the hearing and preparation of cases relating to misuse of the mails under the law authorizing the issuance of "Fraud orders"—the act of September 19, 1890, as amended by the act of March 2, 1895. While this act was conceived with the object of simply preventing the use of the mails in the promotion of lotteries and schemes devised for obtain-

ing money under false or fraudulent pretenses, representations, and promises, one of the consequences of a "Fraud order" is the destruction of all business operated through the mails under the name against which the order is issued, and it frequently happens that a person or concern is operating both a legitimate and an illegal business under the same name. It is, however, impossible to separate the two. Realizing the severity of a "Fraud order" on the person against whom it is issued and the extent of the power thus put into the hands of the Postmaster-General (and by regulation intrusted to this office), whenever possible, if a *prima facie* case is presented against the accused party, he is summoned to appear at this office and show cause why such an order shall not be issued against him, thus giving full opportunity to make any defense he may deem proper before final action thereon.

While some do not accept the opportunity to appear at this office with counsel, the greater number do in fact appear and contest the issuance of the order. In some cases the hearings have been of two weeks' duration. During the fiscal year opportunity has been given in 83 cases to thus show cause why a "Fraud order" should not be issued. In 15 cases, relating to foreign lotteries which were plainly lotteries upon the face of the literature transmitted through the mails, no such calls were made, it being impracticable. During the fiscal year 42 "Fraud orders" were issued against persons or concerns operating schemes devised for fraudulent purposes, 4 against lotteries operated in this country, 1 against a bond-investment company, which was a combination fraud and lottery concern, and 15 against foreign lotteries. Of the 62 "Fraud orders" thus issued, 4 were subsequently revoked on evidence that the schemes against which they were directed had run their course and that no more mail was coming to the addressees named in the orders.

In addition to the cases of alleged fraud disposed of in the manner above indicated, large numbers of complaints which are sent to the inspectors' division under the Fourth Assistant Postmaster-General are referred to this office with reports from inspectors after investigation of their operations. These are carefully reviewed, and when evidence does not establish a *prima facie* case of fraud, the papers are returned with request to further investigate or with instruction to close the same. The number of cases thus handled by this office can only be approximated. There are between 1,600 and 1,800.

While a record is kept showing correspondence with the Department of Justice on prosecutions and suits arising out of the postal service, it is not in such statistical form that I can cite the number of cases, as the force of this office is so constantly occupied with more important work that records thereof can not be reliably kept.

BOND-INVESTMENT SCHEMES.

For several years this office has been annoyed and embarrassed by a class of so-called investment concerns which have come to be known under the general title of "Bond-investment companies," bearing names and titles coextensive with the vocabulary of corporate literature, which have sprung up in a number of States, becoming themselves numerous, and advertising the possession of capital aggregating millions of dollars. They offer the sale of bonds, certificates, debentures,

tures, or other securities by whatever fanciful name designated on the installment plan, promising dividends or other returns impossible of earning by any process known to legitimate business systems.

These concerns were quite uniformly condemned in this office—some as lotteries, others as frauds on their face, while many combined the elements of both—and all of them denied by statute the privilege of the mails. To satisfy the real or pretended objection of the promoters to the rulings of this office, and at their request, several test cases were submitted to the Department of Justice, and opinions in response thereto were received from the Attorney-General affirming the previous rulings of this office. A number of cases were in some form or another brought before the courts and were there condemned without exception.

Finally, in the hope of permanently fixing the status of these concerns, about one hundred sample cases were selected and grouped into thirteen classes, representing every phase of the financial plans and contracts then in existence, and all were held to be lotteries or fraudulent schemes, devised as such, or frauds consummated and declared to be unmailable. The opinion was exhaustive and was supported by the calculations of able professional actuaries, showing how the proposed plans would not finance out, and also by reference to the decisions of courts and copious citations of other legal authorities. It was printed in pamphlet form and mailed to almost or quite all the companies or associations then known to this office. Whoever, after reading that opinion, persevered in the conduct of an unlawful scheme of this general character blundered knowingly.

Many of the old concerns, as well as new adventures, bowing to this opinion, came with revised contracts and amended plans, submitting them for decision. Carefully and patiently each was considered on its merits; many of them were rejected, and few were approved. The authority, when granted, to use the mails was in every instance communicated through official channels after writing out in detail the covenants or contracts and the specifications of the plans, the promoters being required to sign written agreements that they would adhere strictly thereto and not depart therefrom.

Thus we were able to maintain some kind of espionage over their operations. A very few have kept their faith, while a larger number have furnished ample reason for suspecting their intentions and business, and others have been condemned for willful disregard of the agreements and intentional violation of the law. It may be stated without reserve that the whole brood of bond-investment associations, without regard to name or intentions, is wide open to suspicion. To capture patrons (who, as a rule, are persons of small means easily lured into ventures to get something for nothing by resorting to chance) these promoters go to the full limit of roseate and glittering advertisements—go, indeed, just as far as they dare venture in offering profits on investments without fear of being caught up on the provision of the law which closes the mails to “schemes devised to obtain money, etc., on false and fraudulent representations, promises,” etc. Unfortunately, they do not stop at this point, but through agents and divers other ways enter into contracts impossible of fulfillment, in direct disregard of their written promises to keep closely within the lines approved by the Department.

The inquiry naturally arises, Why is consent ever given for the use

of the mails in the furtherance of schemes so generally rotten and so seldom conducted on honest lines? To this inquiry the answer is easily given, that this department has no legal right to deny the privilege of intrusting anything to the post which is all right on its face, not prohibited by law, and that has not been proven to be fraudulent. An accomplished fraud is an offense proven, and is not to be discovered by inference. We frequently consent to the acceptance of matter in which a fraud lurks, although not visible—more often in connection with bond-investment schemes, in proportion, than in any other kind of business. The only way to prevent the continuance of such schemes to the loss of the public is to keep them under careful and constant surveillance; and I know of no way to do this so effectively as to detail employees of the Department to make frequent examinations of the records and into the operations of each concern. Satisfactory investigations can not be conducted by sending out inspectors selected from the regular force, as they would be for the conduct of ordinary official investigations. The framework of these questionable concerns is skillful and intricate. Only one trained as an actuary, or in some business akin thereto, is competent to overhaul the complicated records of one of these concerns, which is managed by shrewd and designing manipulators. Therefore I respectfully suggest that special authority of law should be given and appropriations provided for the employment of two or three experts as post-office inspectors detailed to the sole duty of policing the entire field of bond-investment companies and kindred concerns.

FORCE OF THE OFFICE.

In making up the estimates for the law and clerical force of this office, which, I believe, have been embodied in the Book of Estimates, I recommended an appropriation of \$2,000 to pay an additional law clerk. A similar recommendation was made in my last annual report, having also been embodied in the Book of Estimates, but Congress in its wisdom chose to provide only one additional clerk, at the salary of \$1,000, and wholly ignored the recommendation for authority to appoint another law clerk. I now earnestly renew that recommendation, and suggest that a mere glance at the statistics presented herein as to the amount of work done in the office will furnish all the evidence needed as to the wisdom of the recommendation.

It is easy to write that over 600 legal opinions were written out by this office during one year, and that other business, referring to the examination of bonds, leases, contracts, and other postal matters, together with the personal conferences that go on every day, required the giving of verbal opinions upon law points to the extent of hundreds; but when it is stated that the responsibility of having all these opinions accurate devolves almost exclusively upon two persons, the Assistant Attorney-General and his assistant, it will be discovered that the volume of work placed upon them is very large. There ought by all means to be employed herein at least one law clerk, a person learned in the law, whose services can rarely be obtained at the small compensation named. I would be glad to have the compensation of the assistant attorney now provided by law increased to \$3,000, and an additional law clerk authorized at \$2,500. But for the present, at least, notwithstanding the enormous growth of the business of the office, which runs parallel with the growth of the postal service, I would be

content with the authority to employ a law clerk, or another assistant attorney, at the small compensation of \$2,000.

In addition to the head of the office and his assistant there are four stenographers employed, three of whom have been law students, whose services are of considerable assistance in looking up legal authorities and in conducting other law work; but their duties are mainly of a clerical order. One stenographer, who is essentially a private secretary, is employed, but not in connection with the consideration of law questions.

In addition to these persons, who are employed in the law branch proper of the office, the claims division, which imposes constant and heavy work, is conducted by two clerks only. A reference to the appendix accompanying this report will give a slight idea of the vast work that devolves upon and is performed by these two clerks.

EDITING AND PUBLISHING OPINIONS.

I recur again to the necessity of printing in book form the opinions of the Assistant Attorneys-General for the Post-Office Department. Every day brings evidence of the need of such volumes. The earliest opinions of this office are now nearly thirty years old. The number of these opinions, themselves forming the sole guide for the entire business of the postal service, is sufficient to fill several volumes. The reasons for desiring the publication of these volumes were so concisely presented in my last annual report that I venture to copy a paragraph of what was stated therein, to wit:

I am reluctant to close this report without again calling your attention to the importance of publishing the opinions of the Assistant Attorneys-General for the Post-Office Department. The office was created by the act of June 8, 1872, revising the laws relating to the postal service, and it has heretofore been filled by some able lawyers and by two or three learned jurists of long experience, whose opinions would rank with the best decisions of our ablest courts. These opinions cover questions arising along the entire range of postal laws, international and domestic, and relating to contracts of all kinds, the construction of statutes, the powers and duties of all postal officials, and, indeed, all subjects connected with postal administration. They exist in thousands of pages of manuscript and typewritten matter, comparatively useless in their present form, and almost inaccessible. No argument is needed to show that this condition should not, for the good of the service, longer exist. These opinions should be printed and bound, and I earnestly recommend that Congress be asked to provide a sufficient appropriation to cover the cost of editing, printing, and binding them.

Very respectfully,
Assistant Attorney-General for the Post-Office Department.

JAS. N. TYNER,

The POSTMASTER-GENERAL.

APPENDIX.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901. (Acts of March 17, 1889, May 9, 1888, and June 11, 1896.)

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.				Amounts allowed.				Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.		Postal funds.	Postage stamps, etc.	Money-order funds.		
Abercrombie, N. Dak.	W. C. Scoville.	Fire	\$5.70	\$72.19			\$5.70	\$71.88			
Addicks, Tex.	Wm. Schulz.	Storm		16.08				17.08			
Adwolf, Va.	Jos. U. Wolf.	Burglary	7.22	3.61			7.22	3.51			
Afton, Iowa	H. E. Bollinger	In transit			\$1.00				\$1.00		
Agnes, Mo.	J. W. Burton.	Fire						12.07			
Almont, Va.	L. W. Powell.	do						67.88			
Almon, N. Y.	R. M. Skillen.	Burglary	31.03	22.96	.80		18.63	22.96	.80		
Albany, Wis.	G. A. Blakeley	do	3.00	16.31							
Alden Bridge, La.	L. F. Elder	do	122.07				122.07				
Alief, Tex.	C. E. Hastings	Storm		6.07				6.07			
Allens Falls, N. Y.	A. E. Bloss	Fire		25.66				25.66			
Alliance, Nebr.	J. S. Paradis	Burglary	39.82	60.00	9.54		40.29	60.00	8.12		
Amboy, Ind.	J. Pearson	do	27.23	67.79	193.68		24.23	56.79	215.87		
Americus, Ind.	G. L. Gwin	do	6.25				6.25				
Amerusville, Ohio	J. Patterson	do		100.81				100.81			
Angelica, Wis.	J. McMillin.	do		74.42							
Annona, Tex.	J. N. Peek	Fire		18.84				19.85			
Aplington, Iowa.	A. M. Whaley	do		117.45				110.85			
Aquebogue, N. Y.	H. H. Howell	Burglary		14.37				14.37			
Arcola, Tex.	W. G. Wood	Storm		33.82				33.82			
Argusville, N. Y.	P. C. Lehman	Burglary		64.35				64.35			
Argo, Ky.	J. C. Burns	Fire			20.00		12.73	36.79			
Armona, Cal.	E. Newport.	In transit									
Armour, Tex.	T. F. Gilbert	do									
Artesian, S. Dak.	P. E. Rugg	Burglary	56.50	268.86	115.00		74.06	268.86	118.80		
Arvonia, Kans.	W. D. Ransom	Fire			118.80			40.77			
Ashland, Va.	J. M. Taylor	Burglary	.49	1,077.06			.49	1,077.06			
Ashley, N. C.	C. Powers	do		2.74				2.74			
Ashley, Pa.	E. L. Riley	Fire	43.47	86.80			43.49	86.78			
Ashtou, Me.	G. A. Savage	do						32.46			
Atherton, La.	J. F. Brethaupt	In transit	20.76								
Atherton, Tex.	T. D. Reed	Burglary		14.16							
Atwood, Kans.	M. F. Marshall	do	104.80	363.28	71.25		104.80	360.66	43.25		
Augusta, Ky.	B. F. Ginn	do	16.70	194.39	79.43		16.70	194.39	79.43		
Augusta, Minn.	H. Popplitz	do					16.64				
Ausable, Mich.	M. Duncan	Fire		181.87				180.67			
Austin, Ind. T.	W. J. McGath.	do						27.03			

Disallowed; negligence of postmaster.

Do.

Disallowed; remittance not made in compliance with instructions.
Disallowed; money refunded by contractor.

Disallowed; money recovered.
Disallowed; no evidence of burglary.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Averett, Va.	W. L. Daniel.	Fire	\$12.00	\$5.73					
Babcock, Ind.	T. J. Clevenger.	Burglary		19.16					
Bactus, Pa.	S. W. Hubbard.	Fire		13.13			\$13.13		
Bailey, Va.	J. Bailey.	Burglary	10.00	60.86			21.06		
Bailston Spa, N. Y.	E. Jones.	Fire		21.06				\$13.86	
Bancroft, N. H.	E. J. Burke.	Burglary	24.02	89.63	\$13.86	\$25.52	\$82.31	106.97	
Bancroft, S. Dak.	J. Fos.	Fire				87.01	107.70		
Barker, Tex.	G. T. Miller.	Storm		14.15			22.19		
Barnardville, Tenn.	F. Blair.	Fire					33.69		
Barney, Ga.	A. Rozier.	do				8.00	121.06		
Barrett, Minn.	M. P. Thune.	do		30.16	26.72		26.49	26.72	
Barretts Ferry, Ky.	P. A. Moxley.	do					7.29		
Bascom, Ohio.	W. W. Miller.	Burglary		55.91					Do.
Basco, Ga.	J. F. Moore.	do							Do.
Bassett, Iowa.	A. E. Shure.	do	25		17.68				Do.
Bay City, Ill.	C. E. Barton.	Fire	27.57				21.00		
Baywood, Fla.	D. P. Hancock.	do					8.32		
Beaumont, S. C.	E. L. Bamfield.	Larceny		27.37					
Beaver, Ark.	M. W. Swope.	Fire				6.24	26.36		
Beckmanville, Ky.	T. W. Hester.	do					6.28		
Bedford, Va.	W. J. Hall.	do							
Bellair, Kans.	O. K. Null.	In transit.			20.00				
Bellvue, Neb.	S. G. Kester.	Burglary	9.69	426.01	6.96			7.08	Dismissed; money recovered.
Bellwood, Pa.	A. M. Griesmer.	do			228.00		426.01		
Belton, Tex.	W. H. Harvey.	In transit.			60.00				
Belzoni, Miss.	E. Baptist.	do			20.00				
Benge, Ind. T.	A. D. Chandler.	Burglary		67.17					Dismissed; negligence of postmaster
Beno, Mo.	do	Fire	75						
Bender, Ohio.	J. De Turk.	do		32.00			170.08		
Bersa, W. Va.	S. W. Fox.	Burglary		26.80			26.80		
Berkshire, Ohio.	G. V. Smith.	Fire	25.53	70.05		25.53	70.05		
Berlin, Conn.	H. L. Porter.	Burglary					7.91		
Berlin, Mo.	A. H. Slayton.	Burglary		30.15			30.15		
Bertha, Cal.	C. Mayer.	do	1.05			1.05			
Bertha, Tenn.	J. D. Willis.	Fire					61.85		
Berthany, Ill.	J. H. Freeland.	do		474.88		23.40	9.13		
Bishopville, Ohio.	T. J. Wilson.	do					134.26		
Blanchard, La.	W. E. Noel.	Burglary	5.00			5.00	1.53		
Blandburg, Pa.	G. C. Bland.	do		6.86					
Blue Creek, Ohio.	J. W. Lightbody.	In transit.			10.00		6.86		Withdrawn.

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Cannonsburg, Ky.	C. E. Handley	Burglary	\$138.45	\$88.18	\$50.56	\$138.45	\$15.16	\$50.56	Dismissed; loss made good by thief. Disallowed; negligence of postmaster.
Canton, N. C.	C. F. Smothers	do.	220.75	298.00	48.96	154.10	257.54	48.96	
Cape Charles, Va.	S. A. McKinney	In transit			66.00				
Carey, Idaho.	S. Puppen	Burglary		3.75					Do.
do.	J. P. Sartor	do.		92.48				93.28	
do.	J. Mitchell	do.	31.51		207.52				
Carlton, Kans.	J. Henderson	do.		64.35			64.55		Do.
Carlton, Ohio	D. A. Russell	do.		84.03					
Casson, Tex.	H. O. Wickes	do.	97.00	94.00	11.26				
Casella, Cal.	E. B. Nixley	Fire					10.00		Do.
Castle Craig, Cal.	R. D. Williamson	Burglary	5.27	3.88	.52				
Cataula, Tenn.	R. D. Thompson	Larceny							
Cataula, Ga.	S. W. Ferguson	Fire					8.61		Do.
Catawba, S. C.	W. A. Wright	Burglary	1.42		3.22	1.42		3.22	
Cato, Ind.	W. A. Wright	do.	8.00		3.50			3.50	
Cato, Miss.	G. M. Bell	do.	28.30	222.43	75.96	28.30	222.43	75.96	Do.
Cayuga, N. Y.	J. R. Van Sickle	do.	3.15						
Centerville, N. Y.	G. M. Bell	Robbery	17.52	90.84	17.52	17.52	90.84	11.64	
Center Hall, Pa.	A. L. Kendall	Burglary	128.00	38.69	53.87	128.00	38.69	53.87	Dismissed; loss made good by a postal employee.
Centerville, N. Mex.	A. E. Channess	do.					24.52		
Channahon, Ill.	H. Lloyd	Fire	6.39	378.00	23.64	6.39	378.00	23.64	
Chapel Hill, N. C.	W. N. Pritchard	Burglary	74.60			74.60			Dismissed; loss made good by a postal employee.
do.	A. Hedges	do.			10.00				
Charleston, Ark.	W. Hargus	In transit							
Charleston, Miss.	B. F. McMahon	Fire	89.96			89.96	119.85		Disallowed; no evidence of amount lost.
Charter Oak, Pa.	G. W. Bentley	do.			8.00		49.29		
Chauncey, Mich.	D. R. Collins	Burglary	12.00	96.38		12.00	98.81		
Cherry Creek, Nev.	J. A. Williams	Fire	43.98	43.98					Disallowed; negligence of postmaster.
Chesler, Ga.	J. W. Latham	Burglary	18.68	18.68			4.00		
Chesterville, Tex.	W. T. Chester	Storm	4.00				19.24		
Chestline, Ill.	J. W. Moore	Fire					32.00		Disallowed; negligence of postmaster.
Chestnut Mills, Tenn.	W. Moore	do.							
Chevy Chase, Md.	J. S. Claude	Burglary	221.56						
Chewalla, Tenn.	J. W. T. Derryberry	do.	8.90				3.90		Disallowed; loss made good by thief. Disallowed; negligence of postmaster.
Chillicothe, Tex.	F. Houels	do.	103.32		13.33				
Chillicothe, Mo.	B. F. Beazell	do.		665.00					
Chinese Camp, Cal.	P. Morris	Fire				31.25	68.66	109.73	Disallowed; negligence of postmaster.
Chilwood, Mo.	H. Schmidt	do.	6.00	30.00		6.90	29.00		
Choat, Ill.	I. M. Choat	do.					50.56		

Cheska, Ind. T.	W. M. Chandler	In transit	1.26	7.81	20.00	8.12	Dismissed; money recovered.
Christiansburg, Ohio	A. E. Lefel	Burglary	2.00				Dismissed; no evidence of loss.
Christiana, Pa.	J. F. Christian	Fire	17.50				Dismissed; negligence of postmaster.
Claremont, Va.	O. E. Skinner	Burglary	4.26				Dismissed; no evidence of loss.
Clark, N. Y.	D. S. Stockwell	Fire	87.80	6.00	131.14	6.00	Dismissed; negligence of postmaster.
Clay, Okla.	J. F. McDaniel	Burglary	78.07	11.40	63.45	11.40	
Clayton, Ga.	D. A. Henson	Larceny	60.56	180.81	49.20	17.66	
Clayton, Ill.	E. E. Smith	Burglary	15.00	387.96	17.66	10.10	
Do	M. F. Jones	do	.50	12.77	.50	8.29	
Clearfield, Iowa	H. T. Swope	Fire	10.18		13.79	13.79	
Clermont, Iowa	J. Crowe	Burglary	37.25		37.25		
Clinton, W. Va.	S. R. McAlley	Fire	32.06	8.43			
Clinton, Ala.	D. N. Massey	do	51.47	413.27	36.97	7.64	
Clinton, Tex.	W. S. Preetorius	Burglary	7.00		51.10	183.62	
Clito, Ga.	T. Fitzsimmons	Storm					Do.
Clovis, Tex.	J. D. Wilson	Burglary	113.84	206.60	61.73	20.96	
Cloverport, Ky.	J. P. Clapp	Fire	56.96	78.00	189.15	206.60	
Coldwater, Okla.	G. L. Loomis	Fire		6.87		182.63	
Coldwater, Tex.	J. A. J. Russell	Fire				6.87	
Cole, Tenn.	S. D. Bowdoin	Burglary	39.31	23.64	79.16	31.60	
College Park, Md.	J. G. Clawson	Fire	23.56	146.41	20.47	23.64	
Collinsville, Ind. T.	W. Burkhardt	Storm		4.66	21.59	148.37	
Columbia, Tex.	D. Askegaard	Fire	18.09	83.96	44.79	2.47	
Comstock, Minn.	J. H. Rowe	Burglary				83.96	
Concord, Mich.	I. N. Taylor	do					
Concord, Tenn.	J. Miller	do					
Connell's Springs, N. C.	J. L. Allen	do					
Conway, Kans.	T. P. Perkins	do					
Cooperdale, Ohio.	A. W. Beverly	Fire	86.00	16.64		16.54	
Coprus Cove, Tex.	F. M. Long	Burglary	221.52	2.26	68.57	86.00	
Cordell, Fla.	J. Lincoln	do	4.00	15.00	21.57	215.86	
Corn, N. Y.	O. McKellar	Fire				4.00	
Corning, Cal.	H. Berry	Burglary					
Cornwall, Mo.	J. Wilmer	Fire			1.00	19.25	
Corwall, Va.	A. Wright	In transit					
Corona, Ala.	W. H. Peck	Burglary					
Corona, S. Dak.	A. H. Oberg	Fire					
Cortus, Minn.	A. H. Berry	Fire					
Cottage Grove, Ill.	J. B. Chisom	In transit			10.00	78.59	
Cottageville, S. C.	R. P. Coulter	Burglary			84.45	84.45	
Cottleville, Tex.	W. F. Wayne	Fire			116.00		
Counce, Tenn.	J. W. Clapp	Burglary	80.44	30.06		22.23	
Coupeville, Wash.	A. E. Raske	do			368.16		
Cow Creek, Ky.	F. W. Robinson	do	15.00	12.00		257.16	
Cowling, Ind. T.	J. M. Robinson	do	18.65				
Coyville, Kans.	F. H. Wilson	do	8.65				
Craig, Ind. T.	E. H. Stiles	do	46.02	20.06		20.06	
Craig, N. Y.	T. H. Mott	do	8.00		3.94		
Craig, Ky.	E. H. Mott	do	12.64				
Crisp, Tex.	E. H. Rut	do	12.22	3.50			
Crittenden, N. Y.	W. Nehrbos	do					

Dismissed; no evidence of amount lost.
Dismissed; negligence of postmaster.

Dismissed; money refunded by a postal clerk.

Dismissed; money refunded by thief.
Dismissed; negligence of postmaster.

Dismissed; no evidence of amount lost.
Dismissed; negligence of postmaster.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Crooked Creek, Ala.	W. Blackwood.	Storm.		\$0.48			\$0.48		
Curtis, Tex.	G. W. Hardin.	Fire.		67.98			67.98		
Damascus, Miss.	J. E. Madden.	do.				\$1.68	1.75		
Damon, Tex.	W. A. Daniel.	Storm.		9.41			9.47		
Danville, Ind.	A. Welshaus.	Burglary.	\$84.48	309.64	\$140.71	84.48	309.64	\$140.79	
Darwin, Ind.	E. E. Bayless.	Fire.		19.35			19.35		
Dawson, Tex.	J. L. Franks.	Burglary.	21.15						
Dayville, Va.	R. H. Palmer.	do.	8.78	12.27					
Dayton, Nev.	F. G. Hazlett.	In transit.			60.00			60.00	
Debord, Ky.	J. C. Williams.	Fire.		71.90		1.46	60.86		Disallowed; no evidence of amount lost. Disallowed; negligence of postmaster.
Decker, Mich.	C. J. Beers.	In transit.		2.40					
Deepwater, Tex.	S. V. Hogge.	Storm.					2.25		Disallowed; no evidence of loss.
DeKalb, Iowa.	W. L. Wilson.	Fire.					25.62		
Delmore, Kans.	J. F. Williams.	do.					85.95		
Delton, Va.	C. O. Harper.	Burglary.	10.00	29.99		6.00	29.99		Disallowed; negligence of postmaster.
De Quincy, La.	D. D. Herford.	do.	1.84	4.46		10.00			Do.
Derita, N. C.	W. R. Jordan.	do.							
Devine, Tex.	G. W. Brown.	Fire.							
Dewey, Wis.	J. L. Johnson.	do.					13.49		
DeWitt, Ill.	J. E. Harrod.	Burglary.		9.88		1.04	42.69		
Dickens, Tex.	S. R. Davis.	Fire.							Do.
Dickinson, Tex.	J. G. Anderson, Jr.	do.				64.35	118.28	76.24	
Dilworth, Ohio.	F. R. Woodworth.	do.		9.64		71.94	138.47	96.86	
Dingler, Ala.	S. A. Bean.	do.				20.83	6.49	53.89	
Doddsville, Miss.	J. F. Dodds.	do.					32.61		
Dong, Ga.	W. J. Pool.	Burglary.		72.69			39.66		Do.
Dongola, Mo.	S. S. Stuckey.	Fire.					37.11		
Dora, Ark.	J. W. Cole.	Burglary.	36.07	43.56		36.07			Do.
Dora, Pa.	N. N. Graham.	do.							
Dotyville, Wis.	G. J. Perry.	Fire.					60.72		
Dover, Fla.	L. L. Johnson.	do.					74.48		
Dover, Ohio.	J. D. Hurst.	Burglary.	78.08	50.70	54.30	3.47	49.08	54.20	
Downs, Ky.	J. F. Downs.	Mice.		65			35		
Doyle Station, Tenn.	A. P. Johnson.	Burglary.		9.71	24.81				Do.
Drafe, Ky.	T. H. Meador.	Fire.		91.47			37.79		
Dresden, N. Dak.	H. J. Mathison.	do.	18.00	22.00			97.01		
Drew, N. C.	J. D. Cherry.	do.	7.00	35.06		7.00	41.66		
Dudley, Mass.	C. B. Paine.	Burglary.					86.05		
Dukedom, Tenn.	C. H. Rose.	Fire.	23.32	116.96		23.15	102.88		
Dunbar, Pa.	G. H. Swearingen.	Burglary.	15.00	187.11			117.13		
Dunn Loring, Va.	F. L. Brenizer.	do.					187.01		

Dunreath, Iowa	O. B. Ayres, Jr.	Fire	14.76		75.17	15.79	Do
Dunfort, Pa.	C. M. Philabum	do			7.03		
Durbin, Ind.	W. W. Sylvester	Burglary	1.65	1.65	.68		
Eagleville, Tenn.	R. S. Brown	do	285.81		285.31		
Eastington, Ky.	C. G. Robinson	do	3.68	1.08	3.68		
East Glastonbury, Conn.	L. A. Weil	do					
Echo, Ind.	C. F. Graft	Fire			67.72	13.32	
Echo Mountain, Cal.	T. S. C. Lowe	do			18.08		
Edford, Mich.	G. W. Butler	do			15.46		
Eden, Tex.	H. G. McLean	do	64.91		64.91		
Edgewater, Tex.	R. C. Miller	Storm					
Edgewood, Va.	C. Holcomb	Burglary	1.96	5.00	55.58		Do,
Edwina, Tenn.	L. B. Vinson	do	11.19				Do,
Eglon, W. Va.	E. Scherr	do	24.96				Do,
Egremont, Miss.	W. F. Walker	Fire			28.80		
Egypt, Ark.	G. A. Gieghorn	do			107.01		
Eldorado, Pa.	J. A. Boyce	Larceny		30.47			Disallowed; negligence of assistant postmaster.
Elley Miss.	W. C. Eley	Raid	20.00		20.00		
Elkhorn, Nebr.	C. Witte	Burglary	49.23		49.23		
Elk, Ohio	I. F. Fuder	Fire			21.08		
Elizabethtown, Ky.	C. L. Barnes	Burglary	37.10	37.10	131.94	131.94	
Elk Falls, Kans.	J. Root	In transit			57.00	57.00	
Do	do	do			65.00	65.00	
Do	do	do					
Elkin, Ky.	M. E. Meredith	Burglary	2.46		60.00	60.00	Disallowed; no evidence or amount lost.
Elzey, Miss.	F. M. Elzey	In transit					
Elm Mott, Tex.	J. P. Curry	Burglary	2.00		29.37	29.37	Do.
Elmore, Ind.	J. W. Robinson	do	26.51	10.77	26.51	10.77	
Elmah, Ill.	K. S. Hill	do	12.28		1.00		
Elwood, Iowa	W. S. Hill	do	64.59		64.59		
Empire, Oreg.	C. M. Byler	Fire	17.08				
Endarvon, Wis.	T. Stamer	do			10.70		
Engle, Tenn.	S. W. Morey	Burglary	10.70				
Engle Lake, Ind.	E. W. Siga	Fire			13.54		
Englewood, N. J.	E. T. Ragsdale	do			17.80		
Enon, Mo.	U. S. Ragsdale	do			100.00		
Enon, Fla.	D. H. Gilbert	do			11.07		
Enon, Ky.	R. W. Allen	Mice	3.86		3.86		
Evelyn, Ga.	J. T. Dent	Fire					
Everett, Pa.	J. G. Cobler	Burglary	235.58	9.12	232.58		
Fairbanks, Tex.	J. T. Richheart	Storm	13.84	19.49	11.37	9.12	
Fairfield, Wis.	B. Conry	Fire	10.00		15.57		
Falcon, Ark.	W. H. Russell	Burglary	21.14				Do.
Falls Village, Conn.	G. V. Capron	Fire	172.95		57.62		
Farmers, Ill.	C. R. Davis	Burglary	67.63	43.30	151.84	43.30	
Do	do	do		68.94	67.63	68.94	
Farmington, Ky.	E. B. Jackson	do	3.62		3.62		
Farmersville, Ill.	D. F. Hodges	do	296.68	3.62	297.47		
Farmington, Conn.	E. H. Deming	do	76.31		74.72		
Payette, Wis.	H. M. Richards	Fire			1.50		
Felton, Pa.	C. Grove	Burglary	18.14		18.14		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Firth, Nebr.	E. C. Hill	Burglary	\$2.00	\$84.74					Disallowed; negligence of postmaster.
Fishhook, Ill.	M. Reaugh	do.		81					Disallowed; stamps were recovered.
Fitchville, Ohio	E. K. Jennings	do.	9.15	294.47			\$234.47		Disallowed; negligence of postmaster.
Flat Rock, Ind.	J. J. White	do.		1.45					Do.
Flintburg, Tenn.	J. Parker	Fire		13.50			10.29		
Flores, Iowa	C. W. Thorup	do.		155.96			28.74		
Floss, Ga.	O. E. Roberts	Burglary		57.42			155.96		
Fond du Lac, Wis.	F. M. Givens	Fire		11.45			52.43		
Forest, Miss.	J. H. Owen	Burglary	1.00		\$5.00	\$1.00	11.06		
Forest City, Pa.	F. C. Mauzer	In transit.							Dismissed; loss made good by another postmaster.
Fortland, Ala.	A. D. Glover	do.							Dismissed; loss made good by a postal clerk.
Forsyth, Ga.	M. H. Hanson	Burglary	3.24	23.63	90.00				Disallowed; negligence of postmaster.
Fort Ancient, Ohio	E. Corrigan	do.		10.00	1.20				Do.
Fort Hill, Pa.	A. C. Eicher	Fire	7.00		39.77	7.00	191.05	\$39.50	
Foster, La.	C. A. Marshall	do.					3.23		
Foster, Nebr.	L. P. Cox	In transit.			55.00				Dismissed; loss made good by railway company.
Foster City, Mich.	T. A. Peels	Burglary		74.90					Disallowed; negligence of postmaster.
Fowlkes, Tenn.	J. D. Richardson	In transit.							Do.
Foxville, Ill.	H. C. Wilkins	Burglary	.01	508.90		.01	507.80		
Franklin, Ky.	T. Symson	do.		231.92	178.50	246.08	232.83	176.68	
Franklin, Va.	A. M. Brownlee	do.	246.49	44.64	5.00		45.64		
Franklin, La.	H. D. Bickham	Burglary	8.80	47.47		19.11	19.14		
Frankton, Ind.	E. E. Daugherty	do.	19.11	282.68					Disallowed; no evidence of burglary.
Frazier, Wis.	T. Johnson	do.							
Freeport, Ohio	D. M. Starkey	do.		85.37	7.75	84.15		7.40	
Fremont, Wash.	S. P. Dixon	do.		150.55	2.75		7.89	2.75	
Friendsville, Tenn.	B. H. Boring	do.		2.63	81.00		2.63		
Friendswood, Tex.	F. E. Knode	Storm							Dismissed; loss made good by another postmaster.
Front Royal, Va.	H. W. Kinzer	In transit.							Disallowed; no evidence as to cause of loss.
Fulton, Ky.	T. P. Beadles	Fire		120.52			152.89		
Fulton, Oia.	B. P. Freeman	Unknown		1.00					
Gable, Ind.	D. Cooper	Fire		21.52			13.18		
Gaiter, Fla.	J. H. McCoy	do.	.88	23.43			88.29		
Gaithers, Ala.	I. R. Hall	Burglary	47.31			47.31	29.30		
Gallienus, Oia.	C. E. Curran	In transit.	62.31			62.31			
Gallena, Kans.	S. E. Wynan	Burglary			80.31			80.31	
Garden City, S. Dak.	C. E. Seeley	do.	39.52		35.00	62.81			Disallowed; negligence of postmaster.
Garden City, Utah	G. E. Pope	In transit.						35.00	

Locality	Postmaster	Amount	Loss	Recovery	Disposition
Garlock, Cal.	W. H. Wright	80.00	15	80.00	Do.
Garrett, Orls	M. E. Garrett	28.69		28.69	Do.
Garretts Bend, W. Va.	W. H. May	8.99		8.99	Do.
Gaston, Tex.	G. G. Garrett	125.01		125.01	Do.
Gaylord, Mich.	F. A. Towle	19.19		19.19	Do.
Geauga Lake, Ohio	W. C. Taylor	282.25		282.25	Do.
Genoa, N. Y.	L. Hewitt	55.80		55.80	Do.
Genoa, Tex.	W. P. Gore	11.80		11.80	Do.
Gerrard, Tex.	W. P. Stewart	12.19		12.19	Do.
Gibsonville, N. C.	J. V. Koney	20.90		20.90	Do.
Giberville, Mass.	J. W. McElwaine	121.43		121.43	Do.
Gillsville, Ga.	E. E. Allen	357.51		357.51	Do.
Gilman, Colo.	W. H. Almy	100.57		100.57	Do.
Glad, N. Y.	J. F. York	57.83		57.83	Do.
Glasco, N. Y.	J. W. Lasher	1.84		1.84	Do.
Glendener, Kans.	F. Hobart	263.61		263.61	Do.
Glen Jean, W. Va.	J. Robinson	5.00		5.00	Do.
Glenmore, Ky.	S. N. Galloway	5.00		5.00	Do.
Goff, Va.	C. I. Gibbs	34.87		34.87	Do.
Goff, N. H.	S. T. Martin	4.00		4.00	Do.
Goshen, Mich.	H. Johnson	6.25		6.25	Do.
Goshen, Tex.	W. A. Bellomy	151.03		151.03	Do.
Gold Hill, Oreg.	W. T. Reames	4.00		4.00	Do.
Gold Hill, Oreg.	E. L. Sapp	96.76		96.76	Do.
Good Hope, Ill.	P. O. Payne	13.15		13.15	Do.
Goodlettsville, Tenn.	V. L. Stevens	38.86		38.86	Do.
Goodwill Hill, Pa.	E. M. Ezell	1.69		1.69	Do.
Goshen, Mo.	K. Ausband	19.76		19.76	Do.
Graham, N. Mex.	E. A. Buddenbrook	8.02		8.02	Do.
Grand Canal, La.	O. Dubon	373.35		373.35	Do.
Grand Lake, La.	J. W. Fitzgerald	97.85		97.85	Do.
Grandledge, Mich.	R. P. Kilpatrick	20.00		20.00	Do.
Granger, Iowa	S. Bibo	100.94		100.94	Do.
Grant, N. Mex.	M. A. Wilkinson	83.74		83.74	Do.
Grant, Oreg.	I. A. Brooks	5.00		5.00	Do.
Gravett, Ark.	J. T. Washburn	62.43		62.43	Do.
Gravels Mills, Mo.	M. A. Bates	183.00		183.00	Do.
Gravling, Mich.	M. M. Church	25.18		25.18	Do.
Gravville, Ga.	C. W. Weiser	38.13		38.13	Do.
Greencastle, Ohio	L. W. Sawyer	3.46		3.46	Do.
Greene, Me.	F. J. Tice	13.00		13.00	Do.
Greensburg, La.	F. Phillips	60.65		60.65	Do.
Greentop, Mo.	M. A. Overton	5.75		5.75	Do.
Greenway, Ark.	O. F. Ross	6.13		6.13	Do.
Greycliff, Mont.	S. N. Thompson	18.00		18.00	Do.
Grey Eagle, Minn.	S. N. Thompson	8.62		8.62	Do.
Grove City, Pa.	J. S. Kennedy	60.20		60.20	Do.
Grover, N. C.	J. F. Hambricht	50.20		50.20	Do.
Groveton, Tex.	W. H. Bradley	45.44		45.44	Do.

Disallowed; no evidence of loss.

Disallowed; negligence of postmaster.

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Disallowed; no evidence of loss.
Disallowed; money recovered.Disallowed; negligence of postmaster.
Disallowed; no evidence as to cause of loss.Disallowed; no evidence of loss.
Disallowed; negligence of postmaster.

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Disallowed; amount lost recovered.
Disallowed; negligence of postmaster.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Guernsey, Ohio.	D. E. Folkert.	Fire		\$3.34			\$3.34		
Guernsey, Pa.	Z. J. Peters.	Burglary	\$14.60	70.96		\$9.60	62.57		
Guiderland, N. Y.	F. H. Case.	do		12.46					
Guiderland Center, N. Y.	P. Fetting.	do		55.15	\$20.96		56.15	\$12.96	Disallowed; negligence of postmaster.
Guy, Tex.	V. L. Peterson	Storm		37.96			.61		
Halcynondale, Ga.	W. H. Sharpe	Burglary	9.48			9.48			
Hallsville, Mo.	W. C. Wilkes.	do		88.60			78.06		
Hancock, Mich.	G. W. Emery	do	112.70	376.11	141.24	112.69	376.11	157.47	
Hancock, Minn.	J. R. Holton	do	8.62	27.12	66.36	226.64		66.36	
Hanly, Ky.	T. S. Watts.	do		6.96					
Hanover, N. Mex.	A. A. Nelson	do	3.40	20.15		3.40	20.15		Do.
Hardwood, Mich.	B. C. Parkinson	In transit.			124.00				Disallowed; loss made good by railway company.
Hardy, Tenn.	W. C. Campbell	Fire		25.83			18.45		
Harold, Mo.	W. E. Sepp.	Burglary		61.08					Disallowed; negligence of postmaster.
Harpurville, N. Y.	A. Lull	Fire	9.00	96.25	34	14.96	56.72	.34	
Harrisville, N. C.	A. C. Booth	Burglary	106.90	51.06	17.87				Disallowed; no evidence of burglary.
Harrison, Va.	P. R. West	do	7.20			7.20	51.06		Withdrawn; money recovered.
Hartland, Kans.	M. C. Denlinger	In transit.			20.00				
Hartland, Ohio.	O. P. Reynolds.	Burglary		3.13			3.13		
Hartwell, Mo.	G. Kisor	do		20.98			20.98		
Harveysburg, Ind.	A. Mann	do	.89	4.72		.89			Disallowed; no satisfactory evidence of loss.
Harveysburg, Ohio.	R. Wilson	In transit.					5.00		
Haworth, N. J.	W. F. Herrick	Burglary	12.14	6.00		12.14			
Hayden, Ind. T.	H. C. Hayden	do	1.00	6.54	10.43	1.00	2.24	10.43	
Hayes Center, Nebr.	E. L. Gandy	do					21.43		
Haxtum, Colo.	L. B. Hendrix	Fire		.25			.25		
Hayesville, Ohio.	D. M. Siglar	Burglary	35.66			27.60			
Healy, Kans.	H. A. Coombs	do					32.96		
Heath, Mich.	J. Labus	Fire	22.26	39.58		22.26		56.61	
Hendonville, Ind.	N. H. Roberts	Burglary	44.25		56.61	44.25		1.06	
Herculanum, Mo.	W. H. Maddern, Jr.	do	4.98	95.54	1.09	4.98			
Herrick, Ill.	W. C. McClannahan.	do		18.89			95.54		
Hershey, Wis.	G. W. Evans	Fire	3.62	27.45		3.62	27.45		
Higwood, Ill.	G. W. Cummings	Burglary					56.71		
Hilder, Mo.	A. V. Perry	Fire	1.08	18		1.08	.16		
Hillburn, N. Y.	J. I. Sufren	Burglary	35.12	7.88	30.12	34.62		29.94	
Hilldale, Miss.	J. Rason	do		57.86			50.85		
Hobbs, Ind.	J. R. Rector	Fire	3.03	1.74					Disallowed; negligence of postmaster.
Hodder, Tex.	S. J. White	Burglary				5.40	14.13		
Hollar, Va.	D. R. Showalter.	Fire							

Holly Springs, Tex	B. Adams	do	200.00	46.81	65.00	46.81	Disallowed; no evidence of loss.
Holt Summit, Mo.	P. S. Holt	Burglary	46.81	21.56	9.22	21.56	Dismissed; loss made good by friends of thief.
Home, Wash	E. C. Miles	In transit	114.00	114.00	87	87.40	Disallowed; negligence of postmaster.
Hoopersville, Md.	W. H. Dean	Fire	87	4.10	35.21	35.21	Do.
Hopewell, Ky	P. Spaulgh	Burglary	24.31	4.10	30.30	30.30	
Horsehoe Run, W. Va.	C. W. Norris	do	87	4.10	40.16	40.16	
Horton, Tenn.	A. A. Scherr	do	107.83	107.83	14.52	14.52	
Hortonville, Ind.	L. Cain	Fire	107.83	107.83	31.80	31.80	
Hot Springs, Wash.	I. G. McCain	Burglary	35.21	35.21	116.97	116.97	
Hudson, Ohio.	C. H. Ellsworth	Fire	44.83	44.83	72.62	72.62	
Hull, Mass	C. B. Wooster	Burglary	244.99	244.99	448.81	448.81	
Hume, Ill.	G. B. Tucker	Fire	30.30	30.30	24.18	24.18	
Humphrey, Nebr	W. H. Illian	Burglary	417.56	417.56	66.38	66.38	
Huntingburg, Ind.	J. W. Lewis	do	31.80	31.80	4.71	4.71	
Huntley, Minn	E. A. Maters	Fire	116.97	116.97	47.74	47.74	
Iceboro, Me.	A. J. Bagley	Burglary	443.81	443.81	10.00	10.00	
Independence, Mo.	G. W. Coakley	do	7.00	7.00	25.93	25.93	
India, Tex	J. J. Hall	Fire	14.06	14.06	19.86	19.86	
Ingomar, Cal	L. W. Hardman	Burglary	17.00	17.00	28.83	28.83	
Inman, Nebr	G. F. Cole	do	66.35	66.35	38.01	38.01	
Irena, Tex	A. B. Lawson	Fire	11.21	11.21	47.48	47.48	
Ivan, Mich	F. Bates	do	25.93	25.93	57.14	57.14	
Ives, Nebr	A. N. Kidney	do	4.00	4.00	170.19	170.19	
Ives, Wash	J. M. Warwick	In transit	25.93	25.93	60.64	60.64	
Ivor, Va	W. E. Jonnson	Fire	4.00	4.00	38.35	38.35	
Jacksonville, Tex	C. Emanuel	In transit	4.00	4.00	32.77	32.77	
Jaketown, Miss	P. P. Saunders	Fire	185.73	185.73	48.19	48.19	
Janestown, Pa	J. W. Sinclair	do	10.00	10.00	13.63	13.63	
Jansen, Nebr	J. J. Fast	Burglary	27.62	27.62	3.18	3.18	
do	do	do	77.84	77.84	4.59	4.59	
do	do	do	60.64	60.64	83.99	83.99	
Jeannette, La	G. W. Whitworth	do	3.83	3.83	49.19	49.19	
Jefferson, N. Y.	H. V. Vaughan	do	21.19	21.19	14.20	14.20	
Jenningsville, Pa	H. V. Taylor	do	3.18	3.18	41.71	41.71	
Jericco, Iowa	A. W. Cornford	Larceny	4.59	4.59	3.00	3.00	
Jeto, Mich	W. W. Garfield	Burglary	15.01	15.01	Do.	Do.	
Johnetta, Pa	O. H. Grover	Fire	38.35	38.35	Disallowed; no evidence of loss.	Disallowed; no evidence of loss.	
Johns, Ala	P. L. Dryer	Burglary	32.77	32.77	Disallowed; negligence of postmaster.	Disallowed; negligence of postmaster.	
Johnson, Wis	P. Johnson	do	21.19	21.19	Do.	Do.	
Johnsburg, Pa	I. T. Wrothall	Fire	3.18	3.18	46.03	46.03	
Joseph, Ky	J. Belcher	Burglary	1.70	1.70	5.79	5.79	
Joseph, Va	J. C. Swanson	do	1.76	1.76	Do.	Do.	
Julia, Tex	J. Jullif	Storm	33.99	33.99	Do.	Do.	
Junistar, Mich	C. A. Pohly	Burglary	4.97	4.97	Do.	Do.	
Jurist, Ala	J. B. Ingram	Fire	67.20	67.20	Do.	Do.	
Karline, N. Y.	T. Brink	Burglary	41.99	41.99	Do.	Do.	
Kay'slick, W. Va.	J. M. Plant	do	11.02	11.02	Do.	Do.	
Keener, Mo.	E. W. Graves	Fire	11.01	11.01	Do.	Do.	
Kemph, Va	E. W. Townes	Burglary	19.00	19.00	Do.	Do.	
Kendall, Kans	J. Eaton	do	19.00	19.00	Do.	Do.	

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Ketchumville, N. Y.	C. Finch.	In transit.		\$63.44	\$56.00		\$53.30	\$56.00	
Kilgore, Tex.	D. H. Zuber.	Burglary		8.51			8.11		
Killingly, Conn.	L. G. Sayles.	Fire		744.14	30.67		742.69	30.67	
Kingman, Ariz.	O. D. M. Gaddis.	Burglary		19.29	25.00		10.00		
Kingston, Ill.	A. E. Hix.	do							
Kinsey, Ala.	C. S. Burdeshan.	do							
Kiona, Wash.	T. Scott.	do	9.76		5.24				Disallowed; loss made good by friends of chief.
Kiondler, Tex.	J. J. Hunt.	do	.45	206.96			206.96		Disallowed; no evidence of the loss.
Knittel, Iowa.	H. C. Bruns.	Fire				.45			
Kodak, Tenn.	H. N. Underwood.	Burglary		1.36			53.12		
Konstad, S. Dak.	C. S. Sundberg.	do	9.75	52.26		9.75	52.26		Disallowed; negligence of postmaster.
Koro, Ind.	G. W. Shaffer.	Fire					46		
Kyle, Ohio.	G. W. Smith.	do				.70	116.82		
Lacey, Ark.	A. A. Morgan.	Burglary		2.18			2.18		
Lajunta, Colo.	C. A. Parks.	do	346.78		309.04	308.90		309.04	
Lake, Tex.	C. W. Tinsley.	Fire			4.00		144.66		
Lakeford, Ky.	M. B. Huston.	Burglary	6.00		20.00				Disallowed; no evidence of burglary.
Lake Neugebauer, Wis.	W. S. Carr.	In transit.							Disallowed; reimbursement not made in compliance with instructions.
Lake Odessa, Mich.	F. W. Clark.	Burglary	8.50	124.54	44.17	8.50	125.84	44.17	
Lakside, Mich.	M. L. Wire.	do	5.00	71.91			71.91		
Lake View, Miss.	P. Padin.	do		3.00			70.31		
Laluz, N. Mex.	A. Oatin.	do			92.70				Disallowed; negligence of postmaster.
Lanark, Ky.	W. N. Cunningham.	do		61.09					Do.
Lanark, Mo.	M. N. Seay.	do			153.00				Do.
Lanesboro, Pa.	P. J. Stockhouse.	In transit.		20.49			26.02		Dismissed; money recovered.
Lansburg, Pa.	T. J. Nicholson.	Burglary	1.50	2.15		1.50	2.15		
Lapsdale, Ill.	J. C. Huggett.	do	14.31	81.72		14.31	81.72		
Laurel, Miss.	K. Edwards.	Fire	8.00	68.90		8.00	47.11		
Lavonia, Ga.	L. L. Weldon.	In transit.			50.00			50.00	
Lawrence, Ala.	D. D. Fleming.	Burglary		20.40					Disallowed; negligence of postmaster.
Lawrence, N. J.	H. J. Donerty.	do		2.26			2.26		
Lawrenceburg, Mo.	G. C. Merrick.	do	30.02	45.62	30.58	30.02	45.62	30.58	
Leach, Ind.	W. A. Miller.	Fire					23.36		
Leas, S. C.	J. B. Gilliam.	Burglary	19.21	43.05		19.21	42.05		
Leitchfield, Ky.	D. O'Riley.	do	8.00	388.54			388.54		
Leland, Tex.	W. J. Wasson.	Fire					64.54		
Lena, Wis.	L. Hale.	Burglary	72.19		131.67	72.19		133.75	
Leonidas, Tex.	L. E. Arnold.	Fire					34.50		

Leton, La.	J. B. Lee	do	20.46	20.46	Do.	20.46
Lewisville, N. C.	E. H. Wright	Burglary	36.23	36.23	Dismissed; money recovered.	17.56
Lissey, Ga.	J. C. Liffey	do	17.56	17.56		259.28
Lisleville, N. C.	A. P. Liffey	In transit		50.00		
Lima, Mont.	E. A. Bailey	Burglary	47.34	515.36	14.81	
Lincoln Green, Ill.	W. D. Peeler	Fire		10.00		30.25
Linneville, Ala.	M. B. Nichols	In transit				
Lipe, N. C.	J. E. Patterson	do	2.41			
Littig, Tex.	J. E. Billingsby	Burglary	7.01			
Little Pine Creek, N. C.	S. J. Kent	do	2.88	6.90		
Little Sioux, Iowa	A. M. Ellis	do	841.47	341.47		
Littleton, Me.	L. F. Hall	do	3.50	7.68		
Livinston, Ala.	T. B. Smith	do	38.48			
Lone Oak, Mo.	J. W. Robertson	do	7.49	177.90	38.48	177.90
Lone Oak, Mo.	C. A. Lusk	Fire	5.00	18.50	2.27	
Long Hollow, Va.	J. H. Pratt	do				
Longrun, Pa.	W. A. Rumbaugh	Burglary	24.54			
Longton, Kans.	J. M. Cox, Jr.	do	1.62	10.30	.75	10.30
Lonoke, S. C.	J. M. Cox, Jr.	Fire	72.27			
Loogotee, Ind.	H. Wood	Burglary	130.00	66.88	68.79	18.24
Losantville, Ind.	J. T. Burrows	do	87.70			24.42
Loudonville, N. Y.	R. A. Gove	do	796.46			129.84
Louisa, Ky.	J. A. Abbott	do	415.31	71.98	413.43	71.98
Lutesville, Mo.	E. B. Reck	do	58.61	37.78	73.92	57.43
Luther, Mich.	E. Fairbanks	do	105.25	269.25	105.25	37.78
Lyndale, Minn.	E. E. Castle	Fire	21.07	77.35		269.25
Lynton, Tenn.	J. F. Wilson	Burglary	197.07	48.21		21.07
Lynne, Minn.	C. Hillerstad	Fire			10.10	49.28
Mabank, Tex.	W. A. Ballard	Burglary	54.05			
McAlpin, Fla.	C. H. Brown	Fire				14.92
McClary, Minn.	W. J. Gentle	do			7.26	42.60
McFall, Ala.	W. M. Theveatt	do	1.75			1.75
McKownville, N. Y.	W. Helme	Burglary	73.80			72.20
McMillan, Tenn.	W. I. Webster	do	18.39			12.01
Madison, Kans.	W. D. Smith	do	459.87	26.02	118.70	459.87
Madonna, Md.	J. H. Thompson	Fire	7.00			7.00
Magge, La.	H. G. Magee	do	29.28			48.28
Malaby, Ohio	J. Coughenour	do	35.68			35.68
Manchester, Tenn.	R. E. Summerrow	In transit	16.36			
Manchester, Tenn.	G. S. Ramsey	Burglary	95.67	49.05	95.67	49.08
Maple, Ohio	S. L. Joslen	do	78.93			
Maplewood, Ala.	W. F. Foshee	do	8.18			
Maplewood, Me.	L. E. Sanborn	Fire	45.80			45.80
Marcel, La.	M. Derouen	do				23.46
Marcy, N. Y.	G. R. Wright	Burglary	1.03			1.03
Marion, Ill.	L. D. Hartwell	do		12.38		12.38
Marquette, Nebr.	J. P. Jones	In transit		106.00		
Marquisville, Iowa	E. C. Johnson	Burglary	3.20			
Marshall, N. C.	J. A. Rector	do	229.12		129.70	229.12
Marshfield, Pa.	D. K. Marsh	do	93.00			93.00
Martinsville, Miss.	W. J. Rea	do	43.00			
Mascot, Nebr.	J. Troutman	Fire				100.12

Do.

Dismissed; money recovered.

Dismissed; no evidence of loss.

Dismissed; money recovered.

Dismissed; negligence of postmaster.

Dismissed; no evidence of burglary.

Dismissed; negligence of postmaster.

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REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Mason, Tenn.	A. I. Potts	Burglary	\$0.88	\$83.92	\$268.50	\$10.88	\$118.11	\$268.50	Postage stamps recovered.
Mathews, N. C.	J. N. Frow	do	64.05	118.71	21.20	64.05	73.52	22.21	
Mauld, Pa.	E. T. Jenkins	do	4.84	73.52	56.83	4.84	16.90	56.83	
Maurer, R. J.	J. Pfister, Jr.	do	.62	16.28	20.00	.62			
Mauzy City, Tenn.	R. F. Foster	In transit							
Mayaguez, P. R.	C. Z. Landreau	Burglary		10.00	1,100.00				
Mayville, Ala.	C. T. Elder	do							
Maxdale, Tex.	A. Whitley	do	2.75	425.71	3.16				
Mechanic Falls, Me.	J. H. De Coster	do	33.68	239.89	111.17	52.96	239.89	111.17	
Mechanicville, Iowa	W. T. Comstock	do	62.96	6.23	.96	25.90	32.25	.96	
Medford, Ind.	J. W. Barkalow	do							
Medfield, Mass.	H. J. Dunn	do	25.90	32.25	.96	25.90	32.25	.96	
Melrose, Conn.	F. A. Allen	do		3.55	18.70		3.55		
Meramec Highlands, Mo.	J. Berghoff	do	42.26						
Merigold, Ala.	S. Keel	Fire				11.00	14.82		Do.
Meriwether, Tenn.	J. H. Jenkins	do					59.11		
Merrimac, Va.	T. H. Freeman	do					31.80		
Mesa, Ariz.	W. M. Newell	Burglary	139.03	857.43		139.05	866.26		
Messer, Ky.	C. Messer	Fire	5.28				4.41		
Metz, Cal.	W. H. Metz	do	5.00		15.81		67.75	13.88	
Meyers Falls, Wash.	C. W. Gardner	do	3.92			2.97			Do.
Middleburg, Ky.	J. T. Wesley	Burglary		28.85					Do.
Middleburg, N. C.	B. Young	do		3.00					Dismissed; stamps supposed to have been lost were found.
Middlefork, Ind.	E. Floyd	Fire		44.84					
Middlemarch, Ariz.	C. M. Lawrence	do					59.64		
Midget, Ga.	E. E. Stout	Mice		7.20			7.20		
Midway, Ind.	S. W. Gwaltney	Burglary			48.08			48.08	
Midway, Pa.	S. Williamson	do	40.65	126.25	111.16	77.44	76.20	2.55	
Midford, Ga.	E. C. Wilkinson	In transit	235.87		55.00				Dismissed; loss made good by a postal clerk.
Millville, Utah	A. P. Anderson	Burglary	10.54		13.15				Dismissed; negligence of postmaster.
Millville, Mich.	W. A. Spaulding	Fire					11.36		Do.
Milo, Mich.	D. L. Field	Burglary	25.00		240.02				Do.
Milton, Vt.	H. Schuyler	do	1.47	2.19	100.00				Dismissed; money recovered.
Minerva, N. Y.	H. Schuyler	In transit							Dismissed; contradictory statements of postmaster.
Minden, Tex.	G. E. Wood	Fire		12.00					
Mineral, Kans.	D. Tarter	do							Dismissed; negligence of postmaster.
Minturn, Colo.	G. L. Wright	Burglary		241.59	89.59		241.59		
Mio, Mich.	G. Richardson	do							

Missouri City, Tex.	W. F. Watts	Storm	11.12	11.12	11.12	Dismissed; claim referred to division of salary and allowance.
Moats, Ohio	F. H. Kintner	Fire	10.50	52.69		
Mobile, Ala.	J. E. Slaughter	In transit				
Mole, Tenn.	D. B. Hunt	Fire		45.56		
Montevallo, Mo.	C. Stuermer	Burglary		90.00		
Montgomery, Ind.	D. L. Weimar	do	1.50		5.07	Dismissed; negligence of postmaster.
Montgomery, Va.	W. K. Rush	do	19.84	19.84		Dismissed; remittance not made in compliance with instructions.
Monticello, Tex.	J. B. Sinclair	do	22.15			
Montpelier, Idaho	J. L. Underwood	In transit	100.00			
Moorestown, N. J.	T. H. Coles	Fire	30.84		30.84	Dismissed; receipt of money acknowledged by depositary.
	E. F. Benner	In transit	500.00			
Mooreville, N. C.	R. S. Templeton	Burglary	90.76	413.49	112.22	
Moreland, Ark.	F. M. Hudson, sr	Fire	42.00	8.68	40.07	
Morgan Park, Ill.	D. Herriott	Burglary	227.88	181.08	60.94	
Morton, N. Y.	L. E. Bates	do	20.00	20.00		
Moscow, N. Y.	C. N. Strobel	Fire		65.97		
Moulton, Ala.	M. Downing	Misc.	9.23	8.55		
Mountain City, Nev.	K. Hall	Fire		96.45		
Mount Gilead, Ky.	T. P. Bratton	Burglary	3.00		23.75	Dismissed; negligence of postmaster.
Mount Holly, N. C.	W. F. Holland	do	257.40	78.00		
Mount Vernon, Tex.	W. J. Kyle	Fire			19	
Muir, Ky.	J. W. Woolums	do		320.49	44.85	
Mulberry, Ark.	S. P. Jackson	Burglary	4.86	60.55		
Mulvane, Kans.	S. C. Hodgson	do		69.33	9.57	
Murray, Idaho	W. Ervin	Fire	4.14	4.14		
Myers, S. C.	N. A. Alpers	do	24.76	6.00	3.73	
Nashville, Kans.	A. V. Kennedy	do		24.86	106.43	
do	do	Burglary	3.00	53.64		
Nashville, Mich.	W. Fagbender	do	142.44		104.01	
Nason, Miss.	B. G. Dubard	Fire	34.33	96.99		Do.
Nassau, N. Y.	T. D. James	Burglary	7.16	7.16	39.04	Dismissed; no evidence of loss.
Nelson, Pa.	O. B. Blanchard	do	18.59	18.59	61.77	
Nelson, Wash.	P. B. Nelson	Fire	70.96	47.62	100.16	Do.
Nettleton, Miss.	E. D. Wylie	Burglary	86.82	63.61		
New Antioch, Ohio	J. W. Bashore	Fire	110.69		5.33	
Newark Valley, N. Y.	T. F. Chamberlain	Burglary	2.19	2.19	311.05	Dismissed; negligence of postmaster.
New Baltimore, N. Y.	S. I. Whitebeck	do	10.43			
New Bethlehem, Pa.	J. I. Latimer	do	50.63	.97	31.90	.83
New Boston, Conn.	G. T. Murdoch	do	4.59	4.59	71.10	
New Boston, Tex.	R. B. Harrison	do	17.74	17.74	250.26	
Newbury, N. H.	J. C. Brockway	do	6.93	6.93	598.14	77.59
New Cumberland, W. Va.	V. B. Campbell	do	88.53	88.53		
New Hartford, Conn.	R. G. Foster	In transit	100.80	77.59	100.80	
New Haven, Ky.	J. B. Gennelly	Burglary	179.61			Do.
New Louisville, Ark.	M. Smith	do	333.93		335.93	Do.
New Lexington, Ala.	G. W. Olive	do	23.47		20.10	
New Market, Ky.	L. J. Carter	do	1.27			
New Martinsburg, Ohio	J. E. Erdiet	In transit	20.10	20.00		Dismissed; money recovered.
New Maysville, Ind.	L. B. Mills	Fire		13.36	76.58	

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
New Milford, Ill.	T. F. Lawson.	Fire.					\$49.82		Disallowed; loss resulted from negligence of money-order clerk.
New Milford, N. Y.	B. Scott.	do.					183.41		
New Orleans, La.	J. R. G. Pitkin.	Burglary.			\$3,968.00				
New Pittsburgh, Ind.	H. J. Lawrence.	do.	\$16.51		22.83	\$16.51		\$22.83	
Newport, N. Y.	N. Morey.	do.		\$81.47			81.47		
New Salem, N. Y.	J. M. Erwin.	do.				83.54	8.18		Disallowed; money recovered.
New Salem, Tex.	D. M. Atchison.	Fire.	20.00						
New Ferry, Va.	L. J. Ragland.	In transit.				34.36	119.51	40.47	
New Waverly, Tex.	I. Farley.	Fire.				68.01	96.16	1.14	
New York, N. Y.	C. Van Cott.	do.			1,105.00			1,105.00	Burglary of military postal station, San Luis, Cuba.
Do.	do.	Burglary.	152.30						Remittances from postal stations to main office.
Do.	do.	In transit.			937.35	152.30		937.35	
Normal, Ala.	W. Kelly.	do.							
Norman, Va.	H. H. Scott.	Burglary.	35.56		73.95	35.56	1.90	73.95	Disallowed; no evidence of amount lost.
North Acton, Mass.	E. C. Cheney.	do.							
North Bergen, N. Y.	F. McConnell.	do.		2.11					
North Chicago, Ill.	F. W. Gause.	Fire.		11.26	43.33		13.13		
North English, Iowa.	T. Duffield.	do.	52.18	9.10			9.10		
North Rose, N. Y.	J. Hill.	Burglary.		86.59	63.06	62.18	86.59	63.06	
North Wilkesboro, N. C.	E. B. Barkley.	do.		67.00	28.03				
Nursery, Tex.	G. B. Barker.	do.	105.85	262.67	10.42	105.85	262.67	10.42	Disallowed; negligence of postmaster.
Oakdale, Ga.	J. E. Black.	do.	5.86	8.01			3.57		
Oakdale, Nebr.	A. T. Rowe.	do.		89			6.86		Do.
Oakdale, Wis.	A. N. Malby.	do.	9.00	1.57	40.00	9.00	1.57		Abandoned.
Oak Forest, Ark.	R. A. Jones.	do.							
Oak Grove, Mo.	O. N. Perry.	do.	2.25	12.67			2.25		
Oak Hill, Ohio.	J. O. Thomas.	do.	6.00	237.48			237.35		
Odin, Ill.	H. P. Hurd.	do.	17.83	160.18	40.53	17.83	160.18	40.53	
Ocawia, Nebr.	D. S. C. Alexander.	do.		92.02			92.02		
Ocila, Ala.	O. H. Burrow.	In transit.	2.40			2.40			
Ohio, Mo.	A. A. Johnson.	do.	16.14	2.11			.61		
Okarche, Okla.	A. J. Thompson.	Burglary.	83.94	231.81	152.90	83.99	231.66	108.10	
Okes, Wis.	L. J. Scott.	do.	1.25	1.68		1.25	1.68		
Olathe, Colo.	E. L. Hyatt.	do.		111.07			96.91		
Olipiant, Ind.	J. McGarry.	Fire.			11.00				Disallowed; no evidence of burglary.
Olivet, Mich.	F. N. Green.	do.			3.58				
Onancock, Va.	W. A. Parker.	Burglary.	29.23	49.53		29.23		3.58	Disallowed; negligence of postmaster.
Oran, Ohio.	D. Ringelbaugh.	do.			58.00		44.61		
Orangeport, N. Y.	A. Wood.	Fire.		41.44			41.44		

Orchill, N. C.	E. C. Cheek	Burglary	19.16	2.75	7.80	19.16	2.35	7.80	Do.
Orleans, Ill.	C. J. Shepherd	In transit	3.00	.48					Disallowed; remittance not made in compliance with instructions.
Orient, Pa.	E. G. Shepherd								
Ormsby, Pa.	J. W. Seymour	Fire		24.96			15.60		
Oroville, Wash.	J. E. Forde	do		178.80			178.48		
Orr, Ky.	W. L. Franklin	do					1.06		
Oskate, Minn.	S. Sargent	do		32.90			32.90		
Osmond, Neb.	E. S. Leedom	Burglary	39.92	23.92	39.92		2.00	18.65	
Oswego, Ind. T.	C. Bates	Fire		2.00					
Oxford, Kans.	W. S. Gargard	Burglary	22.00		7.80				Disallowed; negligence of postmaster.
Oxford, Ky.	W. S. Bush	do		16.58					Do.
Paint Lick, Va.	D. P. Green	do		7.99					Do.
Palmira, Pa.	F. Zimmerman	do	6.00	128.46	40.97	29.07	128.47	40.97	
Papillon, Neb.	G. E. Enstedt	do	29.80						
Paradise, Pa.	C. E. Parsons	In transit	8.48						Disallowed; money recovered.
Parliament Valley, W. Va.	C. A. Mahany	do	8.48						Do.
Paris, Ark.	D. W. Mahany	Burglary	18.00	34.00	18.00		34.00		
Pascat, N. C.	J. M. Sherrill	do	17.54	9.77	73.01				Disallowed; no evidence of burglary.
Patterson, Tex.	W. E. Clifton	do		4.78			4.78		
Patton, Pa.	L. G. Patton	Storm		67.58			62.78		
Pease, Tex.	C. E. Kell	Burglary	40.08	67.13			67.13		Disallowed; negligence of postmaster.
Peet, W. Va.	P. H. Kell	do	8.00	41.26					Do.
Peckham, Minn.	J. S. Gregory	Burglary			17.50		59.28		
Pepper Grove, Tex.	F. D. Roebing	Storm					30.02		Do.
Pertinville, Pa.	I. A. Hull	Fire	4.00	37.44					Disallowed; money recovered.
Perry Park, Colo.	J. Gray	Burglary	21.38	67.39			67.39		
Perru, Ohio	G. H. Trimmer	In transit		14.40					Disallowed; no evidence of amount lost.
Peterham, Mass.	O. H. Wolstead	Burglary		225.21	30.06	173.06	225.42	30.06	
Phebus, Va.	C. A. Forbes	do	173.06	8.52					
Phenix, Md.	C. E. Welch	do	53.92						Disallowed; negligence of postmaster.
Phenix, Mo.	H. C. Smith	do			53.92				
Piedmont, Mo.	S. R. Durham	Fire		16.02			16.02		
Pigeon, Ind.	P. Phillips	do		22.59			22.59		
Pineknexville, Ill.	H. P. Hunsinger	Burglary		540.09	183.08	47.98	558.57	185.98	
Pine Station, Pa.	L. M. Russell	Fire	47.98	60.00			60.00		
Pinopolis, Ga.	I. W. Purdom	do			29.68		38.15		
Pink, Tenn.	W. J. Deen	do							
Pittsburg, Miss.	R. Studdy	Burglary	48.50	123.45	144.19	48.50	123.45	111.15	
Pittwood, Ill.	J. A. Miller	do	54.08	187.51	31.48		32.41	32.41	
Plymouth, N. C.	G. S. Faxon	do	17.70	222.12	108.77	17.70	187.51	108.77	
Pocahontas, Ill.	E. W. Fagan	Fire					102.90		
Poetry, Tex.	J. C. Williams	Burglary	126.81	141.96	134.81			13.62	Do.
Polk, Iowa	F. P. Yates	do	1.62	74.17	16.00			74.16	
Port Griffith, Pa.	G. W. McLean	do		1.80					
Poteau, Ind. T.	G. W. P. Gallen	do		36.70			36.70		
Powell, Tex.	L. A. Spalding	Fire		67.95			66.05		
Powersville, Ky.	W. W. Adams	do	26.20	122.00			26.20		
Preston, Kans.	A. R. Langley	Burglary	17.95	122.00					Do.
Prices Fork, Va.	D. W. Williams	do	36.87		78.54	47.87		78.54	
	R. L. Olinger	do		7.20			5.74		

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Progress, Ind.	O. P. Bowers	Fire				\$1.06	\$0.93		Disallowed; negligence of postmaster.
Prosper, Iowa	F. D. Humbert	Burglary					6.49		
Prosperity, Mo.	S. J. Raynor	Fire	\$4.00						
Purcellville, Va.	C. Forbes	Burglary		\$106.64		82.24	106.56		
Purvis, Miss.	B. A. Weems	Burglary	83.24	3.91			1.07		
Quaker Hill, Conn.	F. J. Alexander	do	19.64	20.57		100.00	20.23		
Quechee, Vt.	S. Tinkham	Robbery	100.00						
Quitman, Miss.	E. P. Thompson	Burglary	134.35			134.35		\$23.33	
Quitte, Ga.	A. B. Slade	do		13.63			13.63		
Raab, Ohio	S. Helfrich	do		8.77			8.78		
Rainbow, Ohio	L. Dean	do		26.41					Do.
Rainstown, Ind.	J. D. Keeney	Fire					11.29		Disallowed; no evidence of loss in transit. Disallowed; negligence of postmaster.
Raleigh, Miss.	I. T. Gray	In transit			10.00				
Randolph, Ala.	V. Palmer	Burglary		2.95					Do.
Range, Wis.	A. A. Ekegren	Fire	3.00	31.21		10.00	35.48		Disallowed; money recovered.
Raton, N. Mex.	F. R. Matthews	Burglary	10.00						Disallowed; negligence of postmaster.
Rattan, Tex.	C. W. McFarling	In transit	16.59						Disallowed; not within the provisions of the statute.
Raubsville, Pa.	A. H. Rush	Burglary	6.43	10.28					Disallowed; no loss occurred.
Raventown, N. Mex.	R. Uilbarre	Larceny	7.00						Dismissed.
Raymond, Fla.	R. P. Owen	In transit			1.00				
Raymondville, N. Y.	J. G. McLeod	Fire		65.94			65.14		
Reading, Kans.	A. J. Stratton	Burglary		141.21			141.21		
Redan, Ga.	M. A. Wellborn	Fire		1.72			1.72		
Reeders, Pa.	A. Singer	do					8.43		
Reese, Mich.	M. A. Parks	Burglary	70.79	99.90	76.00	70.79	99.90	76.00	
Rein, Tenn.	L. H. Basye	Fire		20.29			32.24		
Remington, Va.	L. A. McConchie	Burglary					20.29		
Rex, N. Y.	M. M. Pickard	do	1.52				1.52		
Rhone, Pa.	J. E. Weisberger	Fire		5.60			5.60		
Rice, Kans.	R. C. Cook	Burglary		29.88					Disallowed; negligence of postmaster.
Richland Center, Wis.	F. C. Lybrand	do	281.17	789.27	214.66	282.07	788.37	214.66	
Richland City, Wis.	R. B. Brown	do		55.25	39.94	66.82	55.25	39.94	
Richmond, Cal.	L. H. Nangle	do	66.82	3.00					Withdrawn.
Richwoods, Mo.	A. W. Horne	do			30.89	22.35		30.89	
Ridgehill, Mass.	C. W. Grose	do	31.98				4.42		
Ridgeland, S. C.	L. C. Jones	Fire		6.92					
Ridgeview, Ga.	C. C. Smith	Burglary	1.02				1.02		
Rio Grande, Tex.	A. C. Tjerna	Fire							
Risingaun, Md.	S. Hamblenton	In transit	16.55	296.58	296.00				Dismissed; money recovered.
Riverbank, Cal.	E. C. Cowell	Burglary		28.72	61.42	16.55	296.58	61.42	

Riverside, Ark.	W. M. Ward.	Burglary	14.53	22.95	.....	22.95	Disallowed; no evidence of amount lost.
Riverside, Conn.	S. A. Louden.	do	.....	.....	35.16	.....	Disallowed; no evidence of amount lost.
Riverside, Tenn.	H. N. Mann.	Fire	.....	.....	60	.....	Disallowed; no evidence of amount lost.
Robersonville, N. C.	T. R. Whitchard	do	64.07	.....	1.00	.....	Disallowed; no evidence of amount lost.
Robbins Station, Pa.	C. Lonnel	Burglary	133.23	.....	.....	.....	Disallowed; no evidence of amount lost.
Rockelle Park, N. J.	D. S. MacMullen	do	170.00	.....	.....	.....	Disallowed; no evidence of amount lost.
Rock, Kans.	G. H. Williams.	do	41.00	.....	.....	.....	Disallowed; no evidence of amount lost.
Rock Creek, Ohio.	A. M. Barker.	Fire	11.48	.....	.....	.....	Disallowed; no evidence of amount lost.
Rockdale, Ky.	J. L. Houston	do	.....	.....	25	.....	Disallowed; no evidence of amount lost.
Rockland, Ky.	N. A. Beck.	Burglary	6.72	.....	.....	.....	Disallowed; no evidence of amount lost.
Rockville, Idaho	J. Azavedo.	Fire	.....	.....	21.38	.....	Disallowed; no evidence of amount lost.
Rocky Comfort, Mo.	C. H. Montgomery	Burglary	240.02	.....	.....	.....	Disallowed; no evidence of amount lost.
Rockyhill, N. J.	T. F. Stryker.	Fire	.....	.....	27.26	.....	Disallowed; no evidence of amount lost.
Rockymount, Ga.	W. B. Clark	Burglary	65.00	.....	.....	.....	Disallowed; no evidence of amount lost.
Rodney, N. C.	I. T. Tuck.	Fire	.....	.....	35.16	.....	Disallowed; no evidence of amount lost.
Rogers, Okla.	W. E. Rogers.	do	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
Romance, Mo.	C. F. Wait.	do	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
Rome, Ill.	E. G. Proctor.	Burglary	23.14	.....	.....	.....	Disallowed; no evidence of amount lost.
Romont, W. Va.	J. H. Skaggs	Fire	.....	.....	2.70	.....	Disallowed; no evidence of amount lost.
Rondo, Tenn.	J. A. Leenberg.	Burglary	.....	.....	4.56	.....	Disallowed; no evidence of amount lost.
Roscoe, N. Y.	W. W. Gregory.	Fire	21.40	.....	.....	.....	Disallowed; no evidence of amount lost.
Rosephine, La.	T. J. Williams.	do	.....	.....	21.40	.....	Disallowed; no evidence of amount lost.
Round Timber, Tex.	W. F. Hodnett.	do	.....	.....	73.04	.....	Disallowed; no evidence of amount lost.
Roundtop, Tex.	E. Fricke	In transit	.....	.....	10.01	.....	Disallowed; no evidence of amount lost.
Rover, Mo.	A. M. White.	Fire	6.06	.....	.....	.....	Disallowed; no evidence of amount lost.
Rudement, Ill.	J. H. Rude.	do	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
Rural Retreat, Va.	J. W. Effer.	Burglary	74.25	.....	74.25	.....	Disallowed; no evidence of amount lost.
Rush City, Minn.	V. D. Eddy.	Fire	84.12	.....	.....	.....	Disallowed; no evidence of amount lost.
Rushville, N. Y.	G. M. Haviland	Burglary	219.01	.....	.....	.....	Disallowed; no evidence of amount lost.
Russell, Ill.	G. A. Siver.	In transit	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
Russellville, Tenn.	C. M. Kesterson.	Burglary	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
Do.	C. M. Kesterson.	do	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
Ruston, La.	L. S. Flournoy.	do	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
Ruth, Tenn.	J. H. Phillips	In transit	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
Sago, Va.	J. R. Muse.	Burglary	.....	.....	.....	.....	Disallowed; no evidence of amount lost.
St. Charles, Ark.	C. L. Jansen	Fire	.....	.....	4.31	.....	Disallowed; no evidence of amount lost.
St. Clairsville, Ohio	C. W. Carroll.	Burglary	545.00	.....	.....	.....	Disallowed; no evidence of amount lost.
St. Joseph, Mich.	F. A. Woodruff.	do	1,974.62	.....	.....	.....	Disallowed; no evidence of amount lost.
St. Louisville, Ohio	A. F. Slater	do	96.01	.....	.....	.....	Disallowed; no evidence of amount lost.
St. Paul, Minn.	A. R. McGill	do	7.02	.....	.....	.....	Disallowed; no evidence of amount lost.
Saints Store, Ala.	J. W. Sherrill	Fire	.....	.....	6.50	.....	Disallowed; no evidence of amount lost.
Salikum, Wash.	E. Orrohood	do	.....	.....	25.42	.....	Disallowed; no evidence of amount lost.
Salmon Falls, N. H.	S. M. Stevens	Burglary	5.28	.....	.....	.....	Disallowed; no evidence of amount lost.
Saltpeter Cave, Va.	H. K. Allen	do	31.58	.....	50.31	.....	Disallowed; no evidence of amount lost.
Sanborn, Iowa	R. M. Boyd	do	62.42	.....	15.92	.....	Disallowed; no evidence of amount lost.
Sandbrook, N. J.	A. Beader.	Fire	.....	.....	22.44	.....	Disallowed; no evidence of amount lost.
Sanders, Ark.	S. A. McClard	Burglary	10.47	.....	.....	.....	Disallowed; no evidence of amount lost.
San Rafael, N. Mex.	N. Mirabel	Fire	27.71	.....	.....	.....	Disallowed; no evidence of amount lost.
Santo, Tex.	T. C. Brannon	Burglary	44.22	.....	.....	.....	Disallowed; no evidence of amount lost.
Saranac, Mich.	W. Fitzgibbons	do	1,377.48	.....	6.76	.....	Disallowed; no evidence of amount lost.
Sartintville, Miss.	F. A. Almsworth	do	43.01	.....	68.00	.....	Disallowed; no evidence of amount lost.
Savannah, N. Y.	T. C. Wetthey.	do	464.84	.....	60.92	.....	Disallowed; no evidence of amount lost.

Do.

Disallowed; no evidence as to amount lost.

Disallowed; negligence of postmaster.

Dismissed; money recovered.
Disallowed; negligence of postmaster.

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Saville, Pa.	R. B. Rodgers	Burglary	\$115.94	Disallowed; negligence of postmaster.
Saylesville, R. I.	H. J. Fessenden	do	.....	6.53	.....	.....	.....	.....
Seary, W. Va.	J. F. Kirtley	do	.....	112.07	.....	.....	.....	.....
Seary, Ark.	E. F. Pilkington	do	\$31.60	25.00	.....	\$31.60	112.07	.....
Sebastian, Fla.	J. Morrow	Fire	33.00	111.54	.....	33.00	25.00	.....
Sedro Woolley, Wash.	I. J. Shiles	Burglary	8.00	6.03	.....	8.00	111.54	.....
Seftner, Fla.	J. Nye	Fire	.....	32.35	.....	.....	6.03	.....
Selmer, Tenn.	A. C. Lea	Burglary	8.75	3.70	.....	8.65	82.28	.....
Sevenmile Ford, Va.	C. S. Booth	do	10.00	53.60	.....	10.00	53.60	\$32.17
Sexton, Ind.	J. W. Hanson	do	.....	10.84	.....	.....	10.40	22.88
Shafter, Kans.	S. F. Beardslee	do	15.32	36.61	15.32	36.61	Dismissed; stolen property recovered. Disallowed; negligence of postmaster.
Sharpsburg, Ky.	J. S. Sharp	do	44.26	54.88	.....	.....	.....	.....
Shelby, Ind.	J. E. Caster	do	1.50	7.91	.....	.....	.....	.....
do	do	do	14.34	129.53	.....	14.34	.....	.....
Shelby, Nebr.	J. W. Ballenger	Fire	.....	16.69	.....	.....	.....	16.97
Shelby Basin, N. Y.	W. T. Brockway	Burglary	.....	.....	.....	.....	224.64	.....
Shelby Springs, Ala.	M. M. Pond	Fire	.....	.....	.....	.....	16.79	.....
Sheldon, N. Dak.	M. C. Doran	Burglary	281.01	.....	.....	14.25	94.91	.....
Shelton, Wash.	A. J. Munson	do	430.11	.....	.....	326.61	70.11	30.28
Shepherd, Tex.	C. E. Tribe	In transit	.....	.....	.....	113.44	426.71	113.44
Shorthills, N. J.	W. H. Lushhear	Burglary	12.03	198.98	Do.
Shueville, Iowa	C. Bowersox	do	12.00	12.03	198.98	30.70	Do.
Siler, Va.	R. Shade	Fire	13.80	Do.
Silvercreek, Ky.	E. O. Farris	Burglary	56.25	Dismissed; money recovered.
Sippahaw, N. C.	C. W. Seate	Fire	3.10	18.71	.....	.....	18.61	.....
Sister Lakes, Mich.	J. W. Decker	Burglary	2.90	50.63	.....	2.30	50.63	.....
Skippack, Pa.	S. A. Metz	In transit	.....	.....	62.00	.....	.....	.....
Sloan, Pa.	J. W. Haney	Fire	.....	7.06	.....	.....	.....	.....
Smithfield, Ill.	C. K. Parvin	do	.....	.....	.....	2.00	3.16	.....
Smiths Station, Pa.	J. S. Werner	In transit	.....	.....	.....	.....	53.26	.....
Smithton, Ark.	M. A. Smith	Fire	.....	.....	50.00	.....	4.84	.....
Smithton, Ga.	S. P. Smith	Burglary	.....	.....	.....	.....	9.38	.....
Smithville, W. Va.	J. Clammer	do	.....	.....	.....	.....	.....	.....
Smoot, W. Va.	E. D. Smoot	Fire	.85	6.34	6.34	Disallowed; negligence of postmaster.
Snowshoe, Pa.	J. I. Yarnell	do	.....	.....	.....	.....	27.71	.....
Somls, Cal.	W. O. Stewart	Fire	.....	.....	.....	.....	137.25	.....
South, Ala.	A. L. Peston	do	.40	5.30	.....	.....	6.73	.....
South Berlin, Tenn.	G. W. Ewing	do	.....	.....	.....	.....	8.24	.....
South Byron, N. Y.	A. J. Waterman	Burglary	.....	148.62	3.14	.....	148.62	3.14
South Deerfield, Mass.	A. G. Clapp	do	.....	4.22	.....	.....	.....	.....
Southern Pines, N. C.	A. M. Clarke	Fire	2.68	412.28	.....	2.58	412.28	.....

South Haven, Kans.	A. H. Wallace	Burglary	25.00	75.00	5.00	25.00	75.27	Disallowed; remittance not made in compliance with instructions.
South Milford, Ind.	E. E. Mory	In transit						
Southport, N. Y.	G. P. Weyer	Fire	1.89	21.36		1.89	21.36	
South Range, Wis.	G. W. Frost	do					40.25	
Southwestern City, Mo.	G. W. Smith	do		23.87			23.87	
Sperdy, N. D.	W. E. Sperry	do					30.89	
Springfield, Mass.	L. C. Hyde	Larceny	432.00					
Springlake, N. Y.	E. W. Clark	Burglary		25.13	3.15			Disallowed; loss made good by clerk in post-office.
Springtown, Tex.	J. H. McClurkin	In transit			5.00			Disallowed; negligence of postmaster.
Spunge, Miss.	D. W. Williams	do	11.11					Disallowed; remittance not made in compliance with instructions.
Spurlington, Ky.	J. W. Bryant	Fire		69.77			25.67	
Stamps, Ark.	J. A. Steele	Burglary	167.89	1.68		166.14	69.77	
Standards, N. Y.	H. Williams	do						
do	do	do	2.75	24.76		2.75	23.10	
Stanley, Ind.	M. E. Greer	Fire					96.29	
Star, Va.	G. W. Jennings	Burglary	.50	31.66		.50	31.66	
Stanton, Ind.	S. H. Cooper	Fire			61.00		13.27	
Stellacoorn, Wash.	F. Doyle	In transit			13.00			Do.
Stellaville, Ga.	W. E. Baston	Burglary			109.03			Do.
Sterratt, Ind. T.	J. W. Blevins	do	150.83					Disallowed; unsatisfactory evidence concerning loss.
Stopbel, N. C.	A. B. Barringer	do	4.39	90.82		4.39	90.82	
do	do	Fire				3.45	43.05	
Stotville, N. Y.	A. C. Stott	Burglary		165.06	75.97		163.47	75.97
Strangers Home, Ark.	E. Stirling	In transit						Dismissed; money recovered.
Strawtown, Ind.	T. Weaver	Burglary	8.06	52.14				Disallowed; negligence of postmaster.
Strother, S. C.	J. W. Ladd	Fire					4.60	
Stuart, Idaho	P. Tyre	Burglary	6.00	16.12				Disallowed; unsatisfactory evidence concerning loss.
Stutt, Mo.	J. Studd, Jr.	Fire						Do.
Sullivan, Miss.	E. A. Bridgford	do					28.78	
Sunhill, W. Va.	L. L. Shannon	do		3.40			2.08	
Sunnyside, Ky.	J. P. Haynes	Burglary		68.98			14.20	
Sunrise, Mo.	W. J. Allman	do		6.35			38.79	
Swan, Tenn.	J. Coleman	Fire			2.35		24.85	
Sweet Chalybeate, Va.	C. B. Hunter	Burglary		45.32			45.32	
Sweetwaters, Ind.	E. E. Veach	do		106.42			106.42	
Sycamore, Cal.	A. E. Nelson	Fire		3.13			8.13	
Symerton, Ill.	W. C. Thomas	do					10.12	
Syracuse, Mo.	W. E. Boaz	do					17.85	
Talladega Springs, Ala.	O. T. Tamm	do					10.51	
Tamms, Ill.	N. Barras	do		136.10			123.05	
Taylor Mines, Ky.	M. S. Avant	Burglary		57.31			86.91	
Tennessee Colony, Tex.	W. H. Glover	Fire		225.72			225.72	
Terra Alta, W. Va.	C. L. Wescott	Burglary	58.71			58.71	2.80	
Terrell, Tenn.	E. C. Shipley	do		50.90			50.90	
Texas, Md.	G. E. Whitney	do					245.60	
Texas City, Tex.	H. B. Tomlin	Storm				68.40	51.12	
Thick, Tenn.	do	Fire					23.28	

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Thigpen, Ga.	A. J. Burkhalter	Fire		\$13.65			\$13.65		Withdrawn.
Thompson, Mont.	H. W. Gates	do			\$124.00				Dismissed; loss made good to postmaster.
Thompsonville, Ill.	J. W. Hogan	In transit.		12.90					Dismissed; negligence of postmaster.
Thorndale, Pa.	H. S. Conner	Burglary		50.77			47.99	\$16.15	Do.
Tiffin, Mo.	C. M. Cochran	do			135.63				Do.
Tiger, Ga.	V. C. Kerby	do	\$7.11						Do.
Torch Lake, Mich.	C. La Plant	Larceny		10.00			4.03	42.96	Do.
Townsend, Ala.	C. N. Sanderson	Burglary	4.03	39.32	45.71		3.86		Dismissed; loss made good by postal clerk.
Townhill, Pa.	G. W. Huff	do	.50	9.86				9.47	Dismissed; negligence of postmaster.
Townsend, Del.	J. T. Forsyth	In transit.		5.23	65.00				Dismissed; negligence of postmaster.
Trafalgar, Ind.	J. E. Oliver	Burglary			9.47				Dismissed; no evidence of loss.
Treadwell, N. Y.	R. P. Benson	Fire	3.50				14.47		
Trenton, La.	L. W. Brown	Burglary	14.47		10.00				
Trilla, Ill.	J. E. Jacob	do							
Trip, Ga.	J. M. Lehman	In transit.		10.18					
Troutdale, Kans.	I. E. Holmes	Fire							
Truro, Iowa.	D. W. Shepherd	do							
Tuckers Cross Roads, Tenn.	A. A. Tozer	do		26.00			18.00		
Tunnel, Wash.	A. J. Devier	Burglary	12.35	3.44	9.50		5.44	9.50	
Tuscarora, N. Y.	A. S. Love	Fire		26.57			26.57		
Tyconet Mills, W. Va.	M. P. Lanett	Burglary	16.77		6.72		16.77	6.72	
Union, Ark.	M. P. Davis	do	1.00		121.81		1.00	121.81	
Union, Ore.	M. C. Scobey	do		10.00					Dismissed; negligence of postmaster.
Unionville, Ill.	S. H. Beaman	do	36.17	100.12			36.17	100.12	
University Place, Neb.	W. I. Wadell	do	137.50	118.91	159.41		137.50	159.41	
Upper Marlboro, Md.	W. W. Lindley	In transit.	290.81						Dismissed; no evidence of remittance.
Urbana, Ill.	J. E. Moore	Burglary	48.59				118.91		Dismissed; negligence of postmaster.
Urey, Pa.	J. E. Moore	do							Do.
Upton, N. Y.	J. E. Moore	do		40.85			40.85		Do.
Valley, Ark.	D. T. Stoner	Fire		5.00					Do.
Valley, Neb.	H. W. Puffer	Burglary		18.28			18.28		Dismissed; no evidence of loss.
Valley Mills, Va.	S. A. Storer	do	113.70		59.15				
Van Buren, Ark.	J. S. Van Dyck	Fire							
Van Dyck, Tenn.	J. S. Van Dyck	Burglary			67.12			67.12	
Van Hornesville, N. Y.	A. Simons	Fire		11.30			7.78		
Verona, N. Y.	H. J. Benson	do		18.40			18.40		
Vernon, Pa.	C. H. Watson	Burglary		10.00			10.00		
Vicksburg, Pa.	G. H. Moore	Fire	116.32	687.08	17.59		687.08	17.59	
Vienna, Va.	H. W. Diefenderfer	Burglary		19.96			19.96		
	E. L. S. Bouton	Burglary		24.45			24.45		

Vienna, W. Va.	W. W. Wells.	do.	25.50			25.50	Disallowed; negligence of postmaster.
Villard, Minn.	O. Sheets.	Fire	1.68			510.39	
Vine, Ohio	F. C. Swallow	Burglary	2.92				
Vinton, Cal.	A. L. Peterson	Fire	.75			56.60	
Vintons Mills, Conn.	W. T. Walker.	Burglary				10.12	
Do.	S. Bates.	In transit.			520.00	520.00	
Volgs, Tex.	do.	Fire	90.48			90.48	
Wading River, N. Y.	S. D. Knox	Burglary	6.77				
Wagaman, La.	D. W. Arnold	Fire	146.10			146.10	
Wagoner, Ill.	J. S. Brady	do.				20.01	
Wallace, N. Y.	J. Purkapple	Burglary	54.22		.26	34.26	
Waller, Tex.	C. Tucker.	do.	2.95			2.95	
Walnutgrove, Miss.	C. H. Bennett	do.					Do.
Wardell, Ark.	do.	do.	81.85				
Wardner, Idaho.	A. M. Graham	do.	16.51				
Warwick, Minn.	S. Ralph	In transit.	78.05		102.90	78.05	
Washington, N. Dak.	A. Frost.	Fire	4.30				
Washington, D. C.	J. O. Nichols.	Burglary	8.75				
Washington, Tex.	J. B. Johnson	Fire	27.73				
Waterford, Va.	A. H. Wahl.	Larceny	39.86				
Waterloo, S. C.	J. A. Merritt	Storm			81.00		
Wellston, Ohio.	J. R. Moore	Burglary	1.00				
Wesley, Md.	T. M. Derlinger	do.	57.84			57.84	
Wesley, Ohio	T. E. Harris	do.	59.80				
Westmark, Nebr.	M. E. White	Fire	10.78				
Weston, Iowa.	H. Barnhill	do.	30.57				
Westover, Pa.	W. E. Timmons	do.	46.69				
West Park, N. Y.	A. Hammer	In transit.			54.00		
Wheaton, Ill.	A. Edmohn.	Fire	107.03				
Whitehorn, Tenn.	R. T. Williams	do.	6.86				
Whitehouse, Ohio	G. W. Curtis	Nice	1.74				
White Oak, Iowa	R. F. Jackson	Burglary	6.67				
Wier, Ga.	L. C. Brown	do.	27.94		3.42	43.53	
Wilkesboro, N. C.	J. W. Mooney	do.	6.43				
Willard, N. C.	J. M. Epier.	Fire	22.69			211.97	
Willard, Tenn.	E. S. Caldwell	Burglary	5.12			4.06	
William Penn, Pa.	J. J. Bennett.	do.	121.56				
Williams, La.	M. McNeil	do.	30.00				
Williamsburg, Va.	R. F. Attenbark	Fire	17.13				
Williamson, Ga.	F. W. Morris	do.					
Willaburg, Ky.	V. P. Scarborough	Burglary	142.41				
Willis Creek, N. C.	W. H. Ware acting	do.	1.00				
Willis, Pa.	C. B. Beauchamp	do.	34.74				
Willis, Pa.	A. M. Wells.	do.					
Willis, Pa.	A. M. Love.	Fire	13.46				
Willis, Pa.	L. E. Griswold	Burglary	1.00				
Willis, Pa.	S. S. Dinger.	do.	29.79				
Willmore, Kans.	do.	do.	84.51				
Wilson Mills, Mo.	M. A. Wilmore.	Fire	3.00				
	W. A. Wilson	do.					

Disallowed; negligence of postmaster.

Do.

Do.

Do.
Disallowed; no evidence of loss.

Disallowed; negligence of postmaster.

Dismissed; loss made good by a postal clerk.

Dismissed; negligence of postmaster.

Do.

Do.

Do.

37.47

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900 to June 30, 1901—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Wilson's Mills, N. C.	G. F. Uzzle.	Burglary	.....	\$54.26	.....	.....	.....	.....	Disallowed; negligence of postmaster.
Winchester, Miss.	R. E. Fortson.	do	.....	3.63	.....	.....	.....	.....	Do.
Windham, Ala.	W. T. Sharpless.	Fire	.....	.....	.....	.....	\$41.15	.....	Do.
Windsor, Cal.	J. D. Yeager.	Burglary	.....	2.00	\$3.00	.....	.....	.....	Do.
Windsorville, Conn.	H. E. Rowley.	do	2.00	.81	.....	.....	.....	.....	Do.
Winona, Mich.	J. Paul.	Fire	.....	.....	.....	.....	66.93	.....	Do.
Winsted, Fla.	E. M. Dilly.	In transit	.....	.....	86.00	.....	.....	.....	Do.
Wittsburg, Ark.	A. S. Casbeer.	Fire	.....	22.55	.....	.....	17.58	.....	Disallowed; loss made good by postal clerk.
Woodbury, Pa.	F. Bolger.	Burglary	53.06	76.76	9.15	\$53.06	76.76	\$9.15	Disallowed; negligence of postmaster.
Woodford, S. C.	W. P. Smith.	Fire	.....	.....	.....	.....	18.63	.....	Do.
Woodhull, N. Y.	D. Colvin.	Burglary	41.40	171.96	38.60	41.40	146.40	38.60	Do.
Woodlawn, Ala.	R. C. Delony.	do	.....	207.59	.....	.....	207.59	.....	Do.
Woodside, Ill.	J. H. Drennan.	Fire	.....	.....	.....	.....	25.68	.....	Do.
Woodstock, Ala.	W. H. Miller.	In transit	.....	.....	5.00	.....	24.97	.....	Do.
Woodstock, N. Y.	G. W. Elwyn.	Fire	.....	106.13	.....	.....	4.81	.....	Do.
Woodward, Ga.	O. C. Lewis.	Burglary	.....	4.81	.....	.....	.....	.....	Do.
Woodworth, La.	E. Rand.	do	67.28	.....	.....	.....	.....	.....	Do.
Worrendyke, N. J.	H. T. Lawrence.	Fire	.....	.....	.....	.....	.....	.....	Do.
Worth, W. Va.	C. Botsford.	do	53.00	141.72	.....	3.50	120.02	.....	Do.
Wrightsboro, Tex.	J. F. Laird.	Burglary	1.00	35.27	.....	53.00	138.64	.....	Do.
Xenia, Ill.	W. B. Jeffers.	do	12.20	.....	4.20	12.20	.....	4.20	Do.
Young, Ala.	J. J. Young.	Fire	.....	.....	.....	.....	41.58	.....	Do.
Zanesfield, Ohio.	J. B. Bush.	Burglary	.....	14.84	.....	.....	.....	.....	Do.
Zelma, Ind.	A. I. Flinn.	Fire	.....	7.98	.....	.....	1.72	.....	Do.
Zuck, Ohio.	F. M. Carpenter.	Burglary	5.25	2.72	.....	.....	.....	.....	Do.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1900, to June 30, 1901—Continued.

RECAPITULATION.

	Cause of loss.					
	Fire.	Burglary.	Robbery and larceny.	In transit.	Floods and storms.	Rats and mice.
Postal funds.....	\$1,281.63	\$12,870.16	\$122.91	\$388.01	\$129.21	.....
Postage stamps, etc.....	15,640.45	35,637.94	.....	6.00	712.83	\$86.07
Money-order funds.....	1,225.29	10,561.38	14.73	1,939.47	51.12	.....
Total.....	18,147.37	59,069.48	137.64	2,333.48	893.16	86.07

Claims pending June 30, 1900..... 442

Claims received to June 30, 1901..... 1,217

Total to be accounted for..... 1,659

Claims settled during the year..... 1,069

Claims pending June 30, 1901..... 600

Number of claims allowed..... 760

Number disallowed, dismissed, and withdrawn..... 299

Number settled during the year..... 1,069



REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1901.

REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE TOPOGRAPHER,
Washington, D. C., October 15, 1901.

SIR: I have the honor to submit the following report for the fiscal year ended June 30, 1901:

The Topographer's Office promptly supplied all the geographical data, in proper form, called for by the various branches of the postal service. The working diagrams, used by the Department in connection with the preparation of orders affecting mail routes or post-offices, were carefully revised to show the service in effect on the first day of each month.

The quarterly editions of the post-route maps, corrected to the latest date, were promptly published. To furnish concisely an understanding of the scope of the series as issued at the close of the fiscal year, I submit herewith index sheets (two in number) on which the respective maps are represented by small outline diagrams. The scale of each map is marked, together with its horizontal and vertical dimensions.

The maps of Maine, Delaware-Maryland-District of Columbia, Arkansas, and California-Nevada were superseded by improved constructions, incorporating the results of recent surveys; and the new map of the Hawaiian Islands was added to the published series. Compilations, ready for tracing for photolithographic reproduction, were finished for maps of Virginia-West Virginia, Montana-Idaho-Wyoming, Indiana, New Hampshire-Vermont, and Rhode Island-Connecticut-Massachusetts. Those in hand are Ohio, New York, and North Carolina-South Carolina.

Post-route maps, including special editions of diagrams for the Railway Mail Service, were required and furnished as follows:

Post-Office Department.....	1, 744
Railway Mail Service.....	16, 586
Postmasters.....	1, 254
Post-office inspectors.....	446
Rural free-delivery system.....	141
Miscellaneous.....	1, 453
Purchasers.....	1, 662
Total.....	23, 286

Of these, 5,365 were backed with muslin, mounted on rollers, bound in folio or pocket form.

The sales of post-route maps, as authorized by law, amounted to \$2,788.80 during the fiscal year.

Seven thousand eight hundred and seventy-five communications were prepared and 6,675 received on matters pertaining to the business of the office.

The distance certificates, 493 in number, called for by other Departments, were duly furnished, most of them being required for adjusting mileage accounts of persons in the military service of the United States during the civil and Spanish wars.

Complete sets of the post-route maps are being required for official use to a much greater extent than formerly. The Railway Mail Service, the rural free-delivery system, and the post-office inspectors in their respective division headquarters, as well as all the principal post-offices of the country and committee rooms of both Houses of Congress, are supplied with racks or cases for which maps have to be specially mounted at regular intervals.

In order that this large and increasing demand may be expeditiously met by the very limited map-mounting facilities of this office it will be necessary in the near future to restrict the furnishing of mounted maps to those for official use. In having only the map sheets available for purchasers' calls, the Topographer will be in accord with the practice of other governmental offices offering maps for sale.

I deem it proper to add that all branches of the Topographer's work are steadily growing, the increase corresponding with the development of the postal service. The post-route maps, whose preparation and publication are included in the Topographer's duties, well illustrate how the work of the office has been enlarged. In 1873 these maps were seven in number, printed in small editions at long intervals, whereas to-day forty maps constitute the set, and revised quarterly editions of the entire set are necessary to meet the demand for the very latest mapping of post-offices, post-roads (railroad and star), county boundaries, and all other features subject to change.

I take pleasure in testifying to the faithfulness with which the several employees of the office have discharged their duties.

Very respectfully,

A. VON HAAKE,

Topographer, Post-Office Department.

Hon. CHARLES EMORY SMITH,

Postmaster-General.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1901.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, November 16, 1901.

SIR: The report herewith which I have the honor to submit shows the operations of this bureau for the fiscal year ending June 30, 1901, but it necessarily refers to various transactions and statistics brought down to the date hereof. These operations continue to reflect the extraordinary growth of the postal service which for several years has been so frequently the subject of comment as to become almost monotonous. This marvelous expansion is of course due in a large degree to the prosperous business conditions prevailing since about the year 1896.

A brief reference to the figures set out in detail in other parts of this report shows that in the five years just passed the number of Presidential post-offices has increased from 3,651 to 4,489, or 23 per cent; the salaries of postmasters have increased from \$16,908,384.35 to \$19,949,515, or 18 per cent; the allowances for clerks in first and second class offices from \$10,382,061 to \$11,723,514, or 13 per cent, while in the free-delivery branch of the service the number of free-delivery offices has increased from 627 to 866, or 36 per cent; the number of carriers from 12,834 to 16,389, or 28 per cent; the cost of the service from \$12,713,861 to \$15,752,600, or 24 per cent, with an increase of gross receipts at free delivery offices of from \$52,567,604 to \$74,295,394, or 41 per cent.

Within the same period the rural free-delivery service has been established and on June 30, 1901, the carrier force had grown to 4,301, which by December will number 6,000, delivering mail daily to 4,000,000 people. The transactions of the money-order business during the same five years have increased from \$188,071,056.27 to the enormous sum of \$294,618,680.99, or 56 per cent. So, too, in every other branch and division of the service there have been constant and unusual advances.

A review of these facts is sufficient to account for the renewed requests for increased appropriations, which are absolutely necessary to enable the Department to keep abreast with the constantly growing business of the postal service.

Much space is taken in this report in detailing the conditions and progress of the free rural delivery system, but not more space, it is believed, than the importance and interest of the subject deserve. The very careful personal interest which you have taken in this service at every stage of its development has been a great factor in its successful growth. Results of the operations during the present year confirm the prediction made in your last annual report of its ultimate extension throughout all parts of the country where its establishment is practicable.

CLASSIFICATION OF THE RURAL-DELIVERY SERVICE.

The rural-delivery system as a branch of the postal service was originally authorized by act of Congress, appropriating a small sum for the purpose of an experimental test of its feasibility, and has been carried on year by year under similar but greatly increased appropriations. The appropriation for the current fiscal year reads as follows:

For experimental rural free delivery, including pay of carriers, horse-hire allowance, supplies, and mechanical appliances, three million five hundred thousand dollars.

Upon this meager legislation the Department has through departmental rules and regulations built up an administrative system by which the results set forth elsewhere in detail have been accomplished. Congress generously confided to the discretion of the Department the determination of the means by which this "experimental" delivery should be inaugurated and carried on. The language in which this appropriation was made was construed to evince the wish of Congress that the Postmaster-General should use the widest discretion in the choice of agents and methods in testing its practicability. As the conditions were entirely novel, the difficulties unknown, and the methods of administration without precedent, definite legislation was practically impossible.

Indeed, the first experiments under Postmaster-General Wilson were not successful, and it was only after the earlier mistakes had been rectified and avoided that the system became established on a solid basis. The renewal of these experimental appropriations for this service from year to year, without any limitation upon or direction to the Department, indicated that the Department had correctly interpreted the intent of Congress, which was to afford the widest scope for testing the feasibility and value of the service and develop the best methods for its initiation and management.

The system thus built up, on such slender foundations of legislation, has now been operated with great success for several years, and while not perfect, is progressive and adaptive to new conditions and new requirements suggested by experience.

It was held by the legal advisers of the Department that the discretion thus vested in the Postmaster-General by the terms in which the appropriation was made gave him the right to select such agents

for carrying on the test as he might deem proper, without compliance with the rules governing appointments to the classified service. Under this discretionary power, also acquiesced in by Congress, such clerks, route inspectors, and special agents were selected as were deemed necessary for the proper development and administration of the system. These selections have been made with care and with a due sense of responsibility, and none have been admitted into the service who were not believed to have the qualifications of integrity and ability which should be demanded of every Government employee.

The result of this selection is a corps of intelligent, industrious, and faithful employees, to whose enthusiasm and zeal no little share of success of the system must be attributed.

The organization of rural free-delivery service, in charge of the General Superintendent, free-delivery system, is as follows:

One chief special agent.

Three special agents in charge of divisions, with headquarters at New York, Indianapolis, and Denver. (Southern division in charge of chief special agent, headquarters Washington.)

Forty-five special agents in the field.

One supervisor; headquarters at Washington.

Five district supervisors; headquarters New York; Philadelphia; Marietta, Ohio; Chicago; and Nashville. (Sixth district in charge of assistant superintendent, free-delivery system, San Francisco.)

Seventy-five route inspectors, working under the district supervisors.

Two hundred and five clerks, messengers, and charwomen at Washington and division and district headquarters.

In my last annual report it was stated as follows:

I respectfully suggest that the service popularly known as "rural delivery" must hereafter be considered by the Department and provided for by Congress as a permanent and expanding feature of the postal administration.

The experience of another year confirms this view, and I believe that the time has arrived when this service must be deemed to have passed beyond the experimental stage and to be regarded as one of the established agencies of the Department.

I therefore respectfully suggest that Congress be asked to make this appropriation in the same manner as other appropriations are made, without further designating it as "experimental." The most noteworthy effect of such change in legislative language will be to remove from the Department the discretion now exercised of making appointments without certification from the civil service commission. There seems no good reason why the special agents, route inspectors, and clerical force of the system should not receive appointments and enjoy their tenure of office under civil service rules. The present force of trained and efficient employees whose experience makes them invaluable to the proper conduct of the business should also be classified in such manner as an Executive order may direct.

In regard to the rural carriers, however, it is a debatable question whether it is desirable at this time to withdraw from the Department the discretion now exercised in their appointment. While their selection is usually made on the recommendation of the Representative in Congress of the district or of the local postmaster, the special agent who

inaugurates the route passes on the qualifications of the candidates for carriers, including their ability to furnish suitable conveyance for the transportation of themselves and of the mail, and under his instructions will not confirm the appointment of anyone who has not the capacity and character to make him a proper custodian of the rural mail.

As shown more in detail in this report, the relations between the rural carrier and the patrons of the route are such that it is possible that something of the effectiveness of the system would be lost if a method of selection were adopted which might secure carriers not enjoying the acquaintance and possessing the confidence of the people along the routes.

The rural carrier system is scattered over such a wide extent of country, much of it remote and originating in small offices, that there is danger that the difficulty of securing proper examining boards and obtaining eligible registers, already experienced in the appointment of clerks and carriers at the smaller free-delivery offices, may be aggravated to such an extent as to seriously embarrass and perhaps greatly obstruct the initiation of the service for which there is such an eager demand.

The system now in vogue has resulted in the selection of a force of efficient and faithful rural carriers, and the insignificant number of removals and reprimands for derelictions in duty shows the excellent character of the force and the faithfulness of their work.

But, if it should be deemed unwise at this time to change the method of selecting carriers, there is no good reason why they should not have the protection and sense of security which the civil-service system throws over incumbents of office in the classified service. It has been the distinct policy of the Department not to remove a carrier except for cause, but to permit him to hold his position during good behavior. But he is entitled to greater protection than is afforded merely by departmental policy, and he should have his tenure of office assured to him by law, unless he forfeits his right by misconduct.

DISTRIBUTION AND DISPATCH OF MAILS.

The Second Assistant Postmaster-General and the officials of this office have had under consideration the relations of the mailing divisions of the larger post-offices with the Railway Mail Service, having in view the securing of greater efficiency in the distribution and dispatch of mails. The duties of the clerks in these two branches of the service are so intimately connected that it is believed that better and more economical results can be obtained by placing them under one management, so that their services may be interchangeable if required. This arrangement, if decided upon, should for the present be limited to a few of the larger offices, and if the results seem to justify it may be extended ultimately to such other offices as are likely to be benefited by the change. The matter is still under consideration, and if the details can be worked out satisfactorily the arrangement will be submitted to you for your approval.

TEMPORARY FORCE.

Congress at its last session made the following appropriation for the current fiscal year:

For continuing the employment of such additional temporary force of clerks and other employees rendered necessary because of increase of work incident to the war with Spain, as in the judgment of the Postmaster-General may be proper and necessary to the prompt, efficient, and accurate dispatch of the business of the office of the First Assistant Postmaster-General, twenty thousand dollars.

A similar appropriation of \$17,850 had been made for the last fiscal year, and \$13,400 for the previous fiscal year. Under the authority of this appropriation there is a temporary force of twenty-three clerks employed in this office. While the work of the bureau has greatly increased in the past three years, it can not be said at this time that it will be necessary to continue for another year this temporary force because of increase of work incident to the war with Spain; but as the work growing out of the war with Spain has gradually diminished, it has been found necessary to use the clerks of this temporary force to aid in the prompt, efficient, and accurate dispatch of the business of this office. Without their services, it would have been necessary to have had additional permanent clerks. Under the circumstances, it is not proposed to ask for a renewal of this temporary appropriation, but it is absolutely essential for the conduct of business that the services of these clerks should be retained; and in the estimate for clerical salaries for the next fiscal year the thirty-eight additional clerks asked for are intended to include the twenty-three clerks now on the temporary roll, so that the proposed net increase of the clerical force of this bureau is fifteen.

By the act of March 3, 1901, it is provided that the term of temporary service of such additional clerks and other employees as were rendered necessary because of increased work incident to the war with Spain, appointed in the various departments of the Government, be extended for the term of one year from June 30, 1901, without compliance with the conditions prescribed by the act entitled "An act to regulate and improve the civil service," approved January 16, 1883.

At the end of the present fiscal year the terms of these clerks will expire, but their services, or that of an equivalent number, will be required for the efficient dispatch of the business of this office.

It is fair to say that the clerks thus selected were chosen with due care and have proved by their capacity and faithfulness that they are fully competent to discharge the duties of their position; and having had an experience of from one year to two and one-half years each, it is desirable that their services should be retained and that they should be continued in the service by such Executive order as may be proper under the circumstances.

DIVISION OF SALARIES AND ALLOWANCES.

This division has the adjustment of the salaries of postmasters, assistant postmasters, and all other post-office employees, excepting letter carriers; allowances for advertising of unclaimed letters and of foreign mails; canceling machines and motors and power therefor; clerk hire; rent, fuel, and light for Presidential post-offices; military postal service, and miscellaneous and incidental expenses. Also supervision over the following: Bonds of clerks, box rents and key deposits, charges against clerks, Civil Service Commission correspondence relative to clerks, establishment and designation of stations and substations, hours of closing Presidential post-offices, leases at Presidential post-offices, leave of absence of Presidential postmasters, and sites of Presidential post-offices and stations and substations.

The following statement shows the operations of the division for the fiscal year ended June 30, 1901:

Items.	Amount.
Allowances for clerk hire made first and second class offices	\$1,527,000.00
Allowances for clerk hire continued from last year	11,282,000.00
Allowances for separating clerk hire made third and fourth class offices	160,826.00
Allowances for separating clerk hire continued from last year	826,213.00
Total annual allowances for clerk hire	13,796,039.00
Allowances for clerk hire reduced and discontinued	220,200.00
Allowances for separating clerk hire reduced and discontinued	61,437.00
Total annual allowances for clerk hire at first, second, third, and fourth class offices June 30, 1901	13,514,402.00
Allowances for temporary clerk hire	118,775.36
Allowances for substitutes for clerks on vacation	129,286.43
Allowances for assistant postmasters	1,468,200.00
Allowances for assistant postmasters reduced and discontinued	17,400.00
Total annual allowances for assistant postmasters	1,450,800.00
Allowances for rent, fuel, and light made first, second, and third class offices	248,592.00
Allowances for rent, fuel, and light continued from last year	1,830,485.00
Total annual allowances for rent, fuel, and light	2,079,077.00
Allowances for rent, fuel and light reduced and discontinued	81,310.00
Total annual allowances for rent, fuel, and light, June 30, 1901	2,047,767.00
Allowances for miscellaneous items and furniture made first and second class offices	225,016.72
Allowances for canceling machines made first and second class offices	148,728.02
Allowances for advertising made first and second class offices	21,345.62
Allowances for letter presses and typewriters, Money Order Service	4,996.10
Post-offices and stations in leased buildings	1,141
Amount involved for rent of leased buildings	1,059,465.00
Rosters of clerks at first and second class offices approved	1,245
Letters received	140,036
Letters sent	125,243

ADJUSTMENT OF SALARIES OF POSTMASTERS AT PRESIDENTIAL POST-OFFICES.

Salaries of postmasters at first, second, and third class (Presidential) post-offices are adjusted annually under the act of Congress approved March 3, 1883. In compliance with this provision, the eighteenth annual adjustment was made on the basis of the gross receipts of the respective offices for the four quarters ended March 31, 1901, to take effect July 1, 1901.

Statement showing the number of Presidential post-offices, by classes, July 1, 1901, the aggregate of salaries, and the total gross receipts, March 31, 1901.

Class.	Number of offices.	Salaries of post-masters.	Total gross receipts four quarters ended Mar. 31, 1901.
First.....	220	\$771,600	\$60,899,856
Second.....	1,026	2,408,000	15,407,412
Third.....	3,243	4,646,100	12,184,566
Total.....	4,489	7,820,700	88,481,821

The following table shows the result of the revision:

First-class post-offices:		
Number June 30, 1901.....		208
Second class advanced to first class July 1, 1901.....		12
Number July 1, 1901.....		220
Second-class post-offices:		
Number June 30, 1901.....		941
Second class relegated to third class July 1, 1901.....		1
Second class advanced to first class July 1, 1901.....		12
Third class advanced to second class July 1, 1901.....		98
Number July 1, 1901.....		1,026
Third-class post-offices:		
Number June 30, 1901.....		3,320
Third class relegated to fourth class July 1, 1901.....		7
Third class advanced to second class July 1, 1901.....		98
Third class discontinued July 1, 1901.....		1
Second class relegated to third class July 1, 1901.....		1
Fourth class advanced to third class July 1, 1901.....		28
Number July 1, 1901.....		3,243
First class July 1, 1901.....		220
Second class July 1, 1901.....		1,026
Third class July 1, 1901.....		3,243

Total Presidential offices July 1, 1901..... 4,489

Summary of adjustments of salaries of postmasters at Presidential offices July 1, 1900, and July 1, 1901, showing in detail the net increase in the number of post-offices and the salaries of said postmasters.

Date.	Number of offices.	Aggregate salaries of post-masters.
July 1, 1900.....	4,280	\$7,423,600
July 1, 1901.....	4,489	7,820,700
Increase.....	209	397,100

This increase is shown in detail as follows:

Date.	Number of offices.	Aggregate salaries of post-masters.
Total number of first, second, and third class post-offices whereat increases were made July 1, 1901.....	1,771	\$210,306
New Presidential offices during the fiscal year:		
Oct. 1, 1900.....	53	57,700
Jan. 1, 1901.....	116	123,500
Apr. 1, 1901.....	36	87,300
July 1, 1901.....	28	81,700
Total.....	233	250,200
Grand total of increase.....		460,500

Date.	Number of offices.	Aggregate salaries of postmasters.
REDUCTIONS.		
Relegated to fourth class July 1, 1901.....	7	\$7,100
By reductions at 249 offices July 1, 1901.....		28,400
By Presidential offices discontinued:		
Westville, Conn., July 2, 1900.....	1	1,300
Woodfords, Me., July 2, 1900.....	1	1,500
Everett, Mass., July 2, 1900.....	1	2,500
Wollaston, Mass., July 2, 1900.....	1	2,400
Westport, Mo., July 2, 1900.....	1	1,600
Methuen, Mass., July 2, 1900.....	1	1,700
Camden Place, Minn., July 16, 1900.....	1	1,100
Anacostia, D. C., Aug. 1, 1900.....	1	1,300
West Duluth, Minn., Sept. 1, 1900.....	1	1,700
Woodhaven, N. Y., Oct. 15, 1900.....	1	1,800
Ozone Park, N. Y., Oct. 15, 1900.....	1	1,600
Olneyville, R. I., Nov. 1, 1900.....	1	2,300
Rankin Station, Pa., Nov. 1, 1900.....	1	1,400
Brewer, Me., Jan. 1, 1901.....	1	1,100
Walnuthill, Mass., Feb. 1, 1901.....	1	1,400
Westhaven, Conn., Mar. 1, 1901.....	1	1,700
Argenta, Ark., July 1, 1901.....	1	1,500
Total decrease.....	24	63,400
Net increase during year.....	209	397,100

The following table shows the result of the annual readjustment of postmasters' salaries for each year since July 1, 1892:

	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Number of Presidential offices on July 1.....	3,177	3,340	3,402	3,491	3,651	3,733	3,821	4,014	4,280	4,489
Second-class offices advanced to first class on July 1.....	10	14	4	11	11	2	10	17	15	12
Third-class offices advanced to second class on July 1.....	74	43	26	63	68	33	64	91	110	96
Fourth-class offices advanced to third class, year ended July 1.....	216	207	124	139	192	139	111	215	284	233
First-class offices relegated to second class on July 1.....		1	6	1		2	3		1	
Second-class offices relegated to third class on July 1.....	7	12	33	18	12	24	15	6	7	1
Third-class offices relegated to fourth class on July 1.....	20	39	49	39	22	47	17	15	11	7
Presidential offices discontinued during year ended July 1.....	5	5	13	11	10	10	6	3	8	17
Increased salaries at Presidential offices on July 1:										
Number.....	1,348	1,121	694	1,061	1,415	704	1,475	1,709	1,914	1,771
Amount.....	\$165,000	\$138,000	\$80,200	\$133,100	\$169,100	\$32,100	\$185,500	\$213,800	\$236,100	\$210,300
Reduced salaries at Presidential offices on July 1:										
Number.....	142	284	701	394	250	575	299	211	171	249
Amount.....	\$16,400	\$36,600	\$67,900	\$50,400	\$30,000	\$65,000	\$35,600	\$25,200	\$22,300	\$28,400
Average salary of postmasters on July 1.....	\$1,698	\$1,697	\$1,681	\$1,689	\$1,699	\$1,688	\$1,711	\$1,726	\$1,734	\$1,742

Statement showing the number of Presidential post-offices (arranged by classes) in each State and the aggregate receipts for four quarters ended March 31, 1901.

State.	First class.		Second class.		Third class.		Total.	
	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.
Alabama.....	3	\$266,929	6	\$88,986	39	\$149,083	48	\$499,898
Alaska.....					3	16,188	3	16,188
Arizona.....			4	60,898	14	49,673	18	110,571
Arkansas.....	1	85,818	8	149,450	44	157,627	53	392,895
California.....	5	1,571,831	32	496,594	98	376,742	135	2,445,167
Colorado.....	3	607,066	16	223,197	34	137,929	53	968,184
Connecticut.....	8	940,911	19	346,357	56	223,009	83	1,510,277
Delaware.....	1	98,794	1	10,288	12	45,713	14	154,790
District of Columbia.....	1	726,256			1	2,156	2	728,413
Florida.....	1	92,272	9	135,596	26	96,023	36	323,891
Georgia.....	4	628,232	12	163,584	41	164,756	57	956,572
Hawaii.....	1	89,576	1	8,420	3	6,656	5	104,652
Idaho.....			5	60,984	17	56,948	22	117,932
Illinois.....	15	8,396,419	62	877,200	210	824,696	287	10,098,314
Indiana.....	9	1,065,878	52	756,842	108	398,567	169	2,215,282
Indian Territory.....			3	27,689	21	71,025	24	98,714
Iowa.....	9	937,045	45	617,271	197	692,844	251	2,247,160
Kansas.....	3	812,223	30	454,127	106	398,131	138	1,664,481
Kentucky.....	4	690,837	14	201,786	52	187,890	70	1,070,513
Louisiana.....	2	545,006	6	72,623	27	96,243	35	712,769
Maine.....	3	863,028	16	236,637	50	184,256	69	783,916
Maryland.....	1	1,215,216	7	129,085	23	91,894	31	1,426,635
Massachusetts.....	17	4,700,282	63	976,026	96	387,798	176	6,064,101
Michigan.....	11	1,582,688	47	696,099	149	545,588	207	2,824,325
Minnesota.....	4	1,392,674	18	230,577	126	460,127	148	2,083,378
Mississippi.....			10	167,679	44	168,709	54	336,388
Missouri.....	5	3,144,246	29	385,816	125	444,251	159	3,974,313
Montana.....	2	115,234	7	105,548	17	67,216	26	287,998
Nebraska.....	3	612,091	11	145,951	101	367,809	115	1,125,851
Nevada.....			1	12,123	9	33,082	10	45,185
New Hampshire.....	2	126,644	13	187,251	33	129,886	48	443,781
New Jersey.....	12	1,448,751	46	816,863	62	249,693	120	2,515,307
New Mexico.....			3	41,205	11	44,663	14	85,868
New York.....	24	14,666,582	106	1,610,909	294	919,369	363	17,202,810
North Carolina.....	4	186,895	9	145,481	49	186,967	62	517,783
North Dakota.....	1	40,413	4	52,507	33	110,944	38	203,864
Ohio.....	13	3,853,587	67	1,047,754	157	511,681	237	5,413,022
Oklahoma.....			7	105,763	22	91,239	29	197,067
Oregon.....	1	226,400	7	84,328	26	100,694	36	411,422
Pennsylvania.....	15	5,767,204	96	1,427,386	212	867,504	323	8,062,088
Porto Rico.....			2	36,045	2	7,817	4	43,862
Rhode Island.....	3	512,337	5	71,583	13	43,706	21	627,628
South Carolina.....	2	136,074	5	62,414	29	124,142	36	322,630
South Dakota.....	1	40,128	7	81,798	43	147,473	51	269,394
Tennessee.....	4	697,120	5	75,851	51	189,154	60	962,126
Texas.....	7	636,677	29	399,712	129	484,514	165	1,570,903
Utah.....	1	141,729	3	50,359	11	32,823	15	224,911
Vermont.....	1	96,367	9	162,334	35	149,261	45	407,962
Virginia.....	3	454,296	16	301,787	48	177,982	67	934,017
Washington.....	3	869,521	7	90,016	33	135,485	43	595,022
West Virginia.....	2	134,087	10	167,055	33	127,013	45	428,155
Wisconsin.....	5	1,185,121	34	524,896	111	418,672	150	2,078,679
Wyoming.....			3	35,943	11	88,870	14	74,813
Total.....	220	60,899,853	1,026	15,407,412	3,243	12,184,556	4,489	88,481,821

Statement showing the number of Presidential post-offices (arranged by classes) in each State and the aggregate salaries of postmasters on July 1, 1901.

State.	First class.		Second class.		Third class.		Total.	
	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.	Num-ber.	Amount.
Alabama.....	8	\$9,700	6	\$13,800	39	\$56,000	48	\$79,500
Alaska.....					3	5,100	3	5,100
Arizona.....			4	9,500	14	19,900	18	29,400
Arkansas.....	1	3,300	8	19,300	44	61,100	53	83,700
California.....	5	19,500	32	74,900	98	142,500	135	236,900
Colorado.....	3	10,500	16	36,800	34	50,700	53	98,000
Connecticut.....	8	26,200	19	46,700	56	83,100	83	156,000
Delaware.....	1	3,300	1	2,200	12	17,500	14	23,000
District of Columbia.....	1	6,000			1	1,100	2	7,100
Florida.....	1	3,300	9	20,600	26	37,400	36	61,300
Georgia.....	4	13,600	12	27,300	41	60,900	57	101,800
Hawaii.....	1	3,300	1	2,000	3	3,300	5	8,600
Idaho.....			5	11,200	17	23,300	22	34,500
Illinois.....	15	50,600	62	143,700	210	303,200	287	497,500
Indiana.....	9	29,400	52	121,800	108	152,300	169	303,500
Indian Territory.....			3	6,200	21	28,500	24	34,700
Iowa.....	9	29,400	45	102,300	197	278,800	251	410,500
Kansas.....	3	9,900	30	69,900	105	151,700	138	231,500
Kentucky.....	4	13,500	14	32,400	52	72,700	70	118,600
Louisiana.....	2	8,000	6	18,600	27	37,500	35	56,100
Maine.....	3	10,100	16	36,900	50	72,000	69	119,000
Maryland.....	1	6,000	7	17,000	23	34,200	31	57,200
Massachusetts.....	17	57,800	63	148,600	96	142,300	176	348,700
Michigan.....	11	37,800	47	111,100	149	211,700	207	360,600
Minnesota.....	4	17,300	18	41,200	126	178,000	148	236,500
Mississippi.....			10	23,600	44	62,900	54	86,500
Missouri.....	5	21,600	29	65,800	125	175,500	159	262,900
Montana.....	5	6,200	7	16,700	17	26,200	26	48,100
Nebraska.....	3	10,500	11	25,300	101	143,400	115	179,200
Nevada.....			1	2,300	9	12,700	10	15,000
New Hampshire.....	2	6,300	13	29,600	33	48,300	48	84,200
New Jersey.....	12	39,700	46	112,600	62	89,900	120	242,200
New Mexico.....			3	7,000	11	16,300	14	23,300
New York.....	24	88,200	105	247,300	234	342,400	363	677,900
North Carolina.....	4	12,400	9	21,000	49	69,900	62	103,300
North Dakota.....	1	3,000	4	8,900	33	44,900	38	56,800
Ohio.....	13	48,700	67	160,800	157	226,900	237	436,400
Oklahoma.....			7	16,300	22	32,600	29	48,900
Oregon.....	1	3,600	7	16,000	28	38,700	36	58,300
Pennsylvania.....	15	54,100	96	223,500	212	313,600	323	591,200
Porto Rico.....			2	4,800	2	2,700	4	7,500
Rhode Island.....	3	10,100	5	11,500	13	17,400	21	39,000
South Carolina.....	2	6,300	5	11,200	29	44,000	36	61,500
South Dakota.....	1	3,000	7	15,900	43	54,400	51	73,300
Tennessee.....	4	13,900	5	12,000	51	64,400	60	90,300
Texas.....	7	23,000	29	66,900	129	186,100	165	276,000
Utah.....	1	3,400	3	7,000	11	14,100	15	24,500
Vermont.....	1	3,300	9	22,300	35	52,800	45	78,400
Virginia.....	3	10,200	16	39,300	48	68,600	67	118,100
Washington.....	3	10,100	7	16,000	38	53,300	48	79,400
West Virginia.....	2	6,300	10	24,300	33	46,700	45	77,300
Wisconsin.....	5	19,200	34	79,300	111	158,600	150	257,100
Wyoming.....			3	6,800	11	15,000	14	21,800
Total.....	220	771,600	1,026	2,403,000	3,243	4,646,100	4,489	7,820,700

This table best illustrates the growth of our postal service during the last seven years, to wit:

	1894.	1901.
Number of Presidential offices July 1.....	3,402	4,489
Second-class offices advanced to first class.....	4	12
Third-class offices advanced to second class.....	26	98
Fourth-class offices advanced to third class.....	124	233
First-class offices relegated to second class.....	6	0
Second-class offices relegated to third class.....	33	1
Third-class offices relegated to fourth class.....	49	7
Presidential offices discontinued.....	13	17
Increased salaries, Presidential offices.....	\$30,200	\$210,300
Number of above offices.....	694	1,771
Reduced salaries, Presidential offices.....	\$37,900	\$28,400
Number of above offices.....	701	249
Average salary of postmasters July 1.....	\$1,681	\$1,742

ESTIMATES FOR POSTMASTERS' SALARIES.

The estimates, appropriations, and expenditures for salaries of postmasters for the last two fiscal years, together with the estimate and appropriation for the current fiscal year, are shown by the following table:

Year.	Estimate.	Appropriation.	Expenditure.
1899-1900.....	\$17,000,000	\$17,000,000	\$19,112,097
1900-1901.....	17,000,000	18,000,000	19,949,515
1901-1902.....	18,000,000	20,000,000	.....

During the last year 233 fourth-class post-offices were advanced to the third class, 98 third-class post-offices were advanced to the second class, and 12 second-class post-offices were advanced to the first class.

I recommend that an appropriation of \$20,000,000 be requested to cover compensation of postmasters for the fiscal year ending June 30, 1903, and that (as provided in last year's appropriation) any portion thereof saved by consolidation of post-offices under the law be made available for the payment of salaries of superintendents and clerks at stations established in lieu of the post-offices thus discontinued.

For compensation to assistant postmasters at first and second class post-offices:

Present.			Proposed.		
Number.	Salary.	Amount.	Number.	Salary.	Amount.
1	\$3,500	\$3,500	1	\$3,500	\$3,500
16	3,000	48,000	17	3,000	51,000
1	2,500	2,500	2	2,500	5,000
3	2,000	6,000	4	2,000	8,000
6	1,900	11,400	10	1,900	19,000
19	1,800	34,200	20	1,800	36,000
26	1,700	44,200	30	1,700	51,000
72	1,600	115,200	75	1,600	120,000
74	1,500	111,000	80	1,500	120,000
61	1,400	85,400	70	1,400	98,000
124	1,300	161,200	130	1,300	169,000
261	1,200	318,200	270	1,200	324,000
265	1,100	291,500	270	1,100	297,000
332	1,000	332,000	400	1,000	400,000
1,261	.....	1,559,300	1,379	.....	1,701,500

Commencing July 1, 1901, the cost of the postal service of Porto Rico and the Hawaiian Islands was included in the regular appropriations, instead of being paid out of the military appropriation, as heretofore.

The total expenditures on account of the military postal service are shown in detail in the following table:

	Porto Rico.	Hawaii.
Compensation to Presidential postmasters.....	\$8,000.00	\$8,300.00
Compensation to fourth-class postmasters.....	17,748.98	21,868.57
Special-delivery fees.....	1.92	74.00
Compensation to clerks at first and second class post-offices.....	15,115.02	28,678.64
Separating clerk hire at third and fourth class post-offices.....	2,545.81	755.00
Compensation to letter carriers.....	7,816.41	600.00
Star-route service.....	18,190.37	6,182.32
Compensation to mail messengers.....	1,943.04	13,176.66

	Porto Rico.	Hawaii.
Compensation to railway post-office clerks	\$1,972.08	
Railroad transportation of mails		\$3,208.26
Steamboat transportation of mails	2,400.00	19,700.88
Rent and light at first and second class post-offices	1,426.60	518.00
Mail depredations and post-office inspection		81.52
Miscellaneous expenses	1,083.90	5,702.11
Cablegrams	111.38	
Total	77,710.51	108,740.91
Total cost of service in Porto Rico and Hawaii		186,451.42
MISCELLANEOUS.		
Compensation to clerks in China	6,240.27	
Expenses of clerks in China	3,554.16	
Cablegrams to China	825.62	
Miscellaneous expenses in China	1,419.51	
Total cost of service in China		11,589.56
Cablegrams to Manila		821.65
Cablegrams to Cuba		19.84
Compensation to postmaster, Pago Pago, Samoa		199.06
Clerk hire at military camps in United States		24,485.32
Miscellaneous expenses		3,658.62
Total cost of military postal service		227,175.67

RECLASSIFICATION OF CLERKS.

I desire again to urge upon Congress the necessity for a reclassification of post-office clerks in first and second class post-offices.

The classification act of March 2, 1889, does not meet the present needs of the service and offers no incentive or inducement for the bright and energetic young man to remain in the Government employ. The bill submitted with our last annual report has been very carefully considered, and provides for an annual increase in clerical salaries until the maximum salary for the designation is reached only where satisfactory evidence of the clerk's efficiency has been shown.

Notwithstanding the failure of these hard-worked and underpaid clerks to secure the enactment of a law for the reclassification of their salaries, the promotions accorded them through the generous action of the Fifty-fifth and Fifty-sixth Congresses has bettered their condition more perhaps than any other class of Government employees. In the year 1899 the average annual pay of post-office clerks was \$788.

1900, average annual pay of post-office clerks	\$790
1901, average annual pay of post-office clerks	818
1901, average annual pay of railway postal clerks	1,055
1901, average annual pay of letter carriers	903

Commencing July 1, 1901, almost every capable and energetic clerk receiving an annual salary of \$300, \$400, \$500, \$600, and \$700 per annum who had been one year in the service received a substantial increase in his salary (\$100 being the minimum), as follows:

Clerks.	Receiv- ing—	Advanced to—
65	\$300	\$400
334	400	500
868	500	600
1,377	600	700
1,128	700	800
910	800	900
564	900	1,000

four-fifths of the appropriation available for promotions reaching clerks in the grades above mentioned.

In New York, Chicago, and many of the more important post-offices not only are the clerks greatly overworked, but the mails are seriously delayed as well. In order to avoid serious congestion it has frequently been found necessary to improvise pouch racks and distributing cases in railway depots and require railway postal clerks to perform extra duty, when supposedly off duty, between trips. The recent ruling of this Department, however, respecting second-class publications will ultimately relieve this strain, but the clerical force at the post-offices referred to needs a material strengthening in order to handle the growing mails properly and expeditiously.

In order to provide these clerks and to continue the policy inaugurated by Congress regarding increased salaries, obviously in the interest of an improved service, the following changes are recommended:

Clerks in post-offices.

Present.			Proposed.	
Salary.	Number.	Amount.	Number.	Amount.
\$100	1,000	\$100,000	1,800	\$180,000
200	300	60,000	350	70,000
300	200	60,000	250	75,000
400	100	40,000	100	40,000
500	1,600	800,000	1,600	800,000
600	2,800	1,680,000	2,800	1,680,000
700	1,000	700,000	1,000	700,000
800	3,900	3,120,000	3,900	3,120,000
900	1,900	1,710,000	1,900	1,710,000
1,000	1,500	1,500,000	1,900	1,900,000
1,100	700	770,000	900	990,000
1,200	800	960,000	1,500	1,800,000
1,300	225	292,500	300	390,000
1,400	200	280,000	250	350,000
1,500	90	135,000	110	165,000
1,600	100	160,000	110	176,000
1,700	118	200,600	125	212,500
1,800	60	108,000	80	144,000
1,900	2	3,800	2	3,800
2,000	60	120,000	70	140,000
2,100	7	14,700	7	14,700
2,200	29	63,800	30	66,000
2,300	22	52,800	25	60,000
2,400	7	17,500	10	25,000
2,500	17	44,200	25	65,000
2,600	10	27,000	12	32,400
2,700	2	6,000	2	6,000
2,800	4	12,800	4	12,800
Total	16,768	13,088,700	18,662	14,878,200

By appointing clerks at the minimum salaries for first and second class post-offices the proposed appropriation will provide for the appointment of 1,509 clerks, 400 additional substations, and 4,509 promotions, of which 4,300 promotions will be made to clerks receiving salaries between \$100 and \$1,200 per annum.

It is recommended that an appropriation of \$14,878,200 for clerk hire at first and second class post-offices be requested.

CLERKS IN POST-OFFICES.

Allowances for clerks in post-offices of the first and second classes and stations and substations connected therewith.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1892-93.....	\$8,625,000	\$8,360,000	\$800,000	8.72	\$8,841,648	\$416,592	5.26
1893-94.....	8,860,000	8,810,000	450,000	5.38	8,786,011	894,368	4.73
1894-95.....	9,700,000	9,700,000	890,000	10.10	9,429,523	693,512	7.94
1895-96.....	10,100,000	10,100,000	400,000	4.12	9,963,992	534,469	5.77
1896-97.....	10,500,000	10,400,000	300,000	2.97	10,382,061	418,069	4.20
1897-98.....	11,000,000	10,600,000	200,000	1.92	10,598,329	216,268	2.08
1898-99.....	11,300,000	11,108,000	500,000	4.72	11,094,179	495,850	4.68
1899-1900.....	11,800,000	11,498,000	398,900	3.69	11,496,617	402,438	3.61
1900-1901.....	11,656,900	11,704,700	205,800	1.79	11,723,514	226,877	1.97
1901-1902.....	13,300,000	13,038,700	1,384,000	11.40	.....	.....	.....
Total.....	.....	.....	4,978,700	.....	.....	3,798,403	.....
Average.....	.....	.....	497,870	.....	.....	422,045	.....

¹ Including \$20,665 obtained from postmasters' salaries at post-offices consolidated with other post-offices.

PROVIDING FOR PRESIDENTIAL POST-OFFICES.

The annual adjustment of postmasters' salaries for the present year, under the act of Congress approved March 3, 1883, resulted in assigning 4,489 offices to the Presidential class. These offices, together with the stations connected with first and second class post-offices and such offices as may be advanced to the Presidential class during the present fiscal year (estimated at 250), are to be provided for out of this appropriation. As shown in the statement under the head of leases, 269 post-offices and stations are in Government buildings, and these offices should be excluded, leaving 4,223 post-offices to be provided for with rent, light, and fuel. The unusual increase for rural free delivery granted by last Congress has encroached upon the rent, fuel, and light appropriation, the effect of the rural free-delivery service being the abolishment of the smaller fourth-class offices and the enlargement of some central post-offices where such territory may be advantageously and economically served by rural-delivery carrier. Many instances may be cited where post-offices under lease to this Department and amply commodious for the regular postal service required enlargement at a greatly increased rental solely on account of the establishment or extension of the rural free-delivery service. This expansion also affects the several appropriations for clerk hire, but not to the same extent, as the services of the rural carrier may sometimes be utilized. Again, owing to the failure of Congress to provide for an additional building in New York City for handling certain classes and conditions of mail, this Department was obliged to pay a rental of \$42,000 out of this appropriation for two buildings for the exclusive dispatch of outgoing foreign and domestic mails.

Rent, fuel, and light for first, second, and third class post-offices.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1892-93.....	\$1,382,000	\$1,359,149	\$34,849	2.63	\$1,289,921.63	\$69,110.31	5.66
1893-94.....	1,439,350	1,432,000	72,851	5.21	1,385,944.33	96,022.70	7.45
1894-95.....	1,505,000	1,505,000	78,000	5.10	1,442,061.36	56,117.03	4.05
1895-96.....	1,600,000	1,600,000	95,000	6.31	1,471,365.84	29,304.48	2.08
1896-97.....	1,600,000	1,600,000	.....	.....	1,518,625.10	47,259.26	3.21
1897-98.....	1,600,000	1,600,000	.....	.....	1,598,495.15	79,870.05	5.26
1898-99.....	1,750,000	1,704,000	104,000	6.80	1,695,586.73	97,091.58	6.01
1899-1900.....	1,750,000	1,825,000	121,000	7.10	1,817,896.33	122,309.60	7.21
1900-1901.....	1,950,000	1,950,000	125,000	6.85	1,944,935.71	127,039.38	6.99
1901-02.....	2,100,000	2,100,000	150,000	7.69	.....	.....	.....
Total.....	.....	.....	775,700	.....	.....	724,124.39	.....
Average.....	.....	.....	77,570	.....	.....	80,458.27	.....

LEASES FOR POST-OFFICES.

On June 30, 1901, there were 1,149 post-offices of the first and second classes. Of this number 241 are in Government buildings and 753 in buildings leased to the Government. Two hundred and eighty-four stations of first and second class post-offices and 104 post-offices of the third-class are in leased buildings, a total of 1,141. The annual rental of these buildings on June 30, 1901, amounted to \$1,059,465.

Class.	Number of post-offices in Government buildings.	Leased premises.	
		Number.	Rental.
First class.....	153	53	\$89,224
Stations.....	1	271	474,193
Second class.....	88	700	460,078
Stations.....	1	13	4,821
Third class.....	25	104	31,149
Fourth class.....	1	.....	.....
Total.....	269	1,141	1,059,465

POSTAL STATIONS.

During the year 65 stations were established, 3 were discontinued, and 7 names were changed; 391 substations were established, 8 were discontinued and 9 were raised to stations.

Appropriation.—I recommend that an appropriation of \$2,250,000 be requested to cover rent, fuel, and light for the fiscal year ending June 30, 1903.

FOR CLERK HIRE AND SEPARATING MAILS AT THIRD AND FOURTH CLASS OFFICES.

The increase of \$150,000 under this item for the present fiscal year enabled this department to fairly meet the necessities of the service and an appropriation of \$1,100,000 (an increase of \$50,000) is requested. In this connection I would again respectfully urge Congress to make this appropriation available for general clerk hire at third-class post-

offices, i. e., at post-offices where it has been satisfactorily shown that the postmaster, by devoting his entire time to the duties of the office, can not unaided meet the public demands.

Statement of transactions in separating clerk hire during the year ended June 30, 1901.

Items.	Amount
Separating clerk hire standing June 30, 1900.....	\$326, 213
Allowances made during the year	165, 826
Temporary allowances made.....	27, 674
Allowances reduced and discontinued.....	61, 437
Net increase during the year.....	104, 389

TEMPORARY CLERK HIRE.

The regular clerk-hire appropriation under the present segregation not being available for temporary or emergency clerk hire at the larger post-offices, it is recommended that this appropriation cover temporary clerk hire at first and second class post-offices and be made \$150,000, an increase of \$25,000.

FOR SUBSTITUTES FOR CLERKS ON VACATION.

This appropriation has enabled the Department to provide substitutes for about all of the clerks in second-class post-offices during their vacations. In many of the post-offices of the first class, however, a considerable number of the clerks have either been required to render double duty during the outing period or take their vacations at an unseasonable time. With an increase of \$50,000 in this appropriation it is believed that this condition may be greatly improved; hence it is recommended that an appropriation of \$200,000 be requested.

FOR MISCELLANEOUS AND INCIDENTAL ITEMS.

For necessary miscellaneous and incidental items directly connected with first and second class offices, including furniture, cleaning, and all other items of expense not specifically provided for in other appropriations, \$250,000.

Provided, That the Postmaster-General, in his discretion, under such regulations as he shall prescribe, may authorize any postmasters of such offices to expend the fund he may allow them for such purposes without the written consent of the Postmaster-General.

Year.	Estimate.	Appropriation.				Expenditure.			
		Amount.	Increase.	De-crease.	Per cent.	Amount.	Increase.	De-crease.	Per cent.
1892-93.....	\$122, 000	\$110, 000	.....	\$22, 000	18. 67	\$107, 310	.....	\$12, 474	10. 41
1893-94.....	140, 000	125, 000	\$15, 000	.....	13. 64	111, 688	\$4, 377	.....	4. 06
1894-95.....	140, 000	140, 000	15, 000	.....	12	120, 371	8, 688	.....	7. 77
1895-96.....	150, 000	150, 000	10, 000	.....	6. 67	111, 763	.....	8, 618	7. 16
1896-97.....	150, 000	150, 000	.....	.....	.....	148, 616	31, 863	.....	28. 51
1897-98.....	150, 000	150, 000	.....	.....	.....	147, 923	4, 307	.....	3
1898-99.....	200, 000	175, 000	25, 000	.....	18. 67	171, 360	23, 437	.....	15. 85
1899-1900.....	200, 000	200, 000	25, 000	.....	14. 34	199, 391	28, 331	.....	16. 65
1900-1901.....	250, 000	225, 000	25, 000	.....	12. 50	224, 301	24, 410	.....	12. 21
1901-2.....	250, 000	250, 000	25, 000	.....	11. 11	.....	.....	.....	.....
Net average increase ...	.....	.....	11, 800	.....	.....	.....	11, 624	.....	.....

For advertising and the purchase of newspapers containing official advertisements contracted for under this appropriation, \$25,000.

CANCELING MACHINES.

There are now under rental the following machines:

	Number.	Rental.
American Postal Machine Co., Boston, Mass	461	\$110
International Postal Supply Co., New York, N. Y	150	400
Barry Postal Supply Co., Oswego, N. Y	75	150
Columbia Postal Supply Co., Silvercreek, N. Y	42	150
Barr-Fyke Machine Co., Kansas City, Mo.....	87	150
Pneumatic Canceling Machine Co., Indianapolis, Ind	20	150

and an additional 100 Doremus automatic hand-power machines were purchased, at \$225 each, for post-offices where electric current was either overexpensive or unavailable.

It is recommended that an appropriation "for rental or purchase of canceling machines and motors and power therefor" of \$190,000 be requested.

Table B shows the assignment of canceling machines, with abbreviations for the names of the canceling machine companies.

ASSISTANT SUPERINTENDENTS, SALARY AND ALLOWANCE DIVISION.

The authorization made by last Congress for the employment of five field assistant superintendents of the division of salaries and allowances has thus far more than justified its wisdom, important business matters being handled more promptly and satisfactorily. On account of the large territory necessarily assigned these officials, however, much valuable time is lost in railway travel, two assistant superintendents being required to cover the entire country west of the Mississippi River.

There are 4,223 Presidential post-offices under lease or rental allowance to the Department, and upward of 9,000 where either a full or partial allowance is made for clerk hire. Heretofore this bureau has been obliged to rely altogether upon the statement of the postmaster respecting the necessity for additional clerk hire and other allowances, and although we have had the service of these field assistants but for a few months, this experience has amply demonstrated that the postmasters' estimates, as a rule, may be materially reduced without detriment to the service. It is our purpose to know the necessities of as many of the larger offices as possible before the next annual appropriations are ready for disbursement.

Two additional assistant superintendents, one each with headquarters at St. Louis, Mo., and Denver, Colo., or Helena, Mont., would make a satisfactory division of territory and radically improve the conditions.

I therefore recommend an appropriation for seven assistant superintendents, at \$2,000 per annum each, with a per diem allowance of \$4 each—a total of \$24,220.

Recapitulation of estimates.

Items.	Present appropriation.	Average annual increase for past decade.	Estimate, 1902-1903.	Increase
Compensation of postmasters..... (Any portion thereof saved by the consolidation of post-offices under existing law shall be available for the payment of salaries of superintendents and clerks at stations established in lieu of the post-office thus discontinued.)	\$20,000,000	\$601,850	\$20,000,000	.....
Assistant postmasters.....	1,559,300	.....	1,701,500	\$142,200
Clerk hire.....	13,088,700	497,870	14,878,200	1,889,500
Rent, fuel, and light.....	2,100,000	77,570	2,250,000	150,000
Clerk hire and separating mails at third and fourth class post-offices.....	1,050,000	.....	1,100,000	50,000
Temporary clerk hire.....	125,000	.....	150,000	25,000
Substitutes for clerks on vacation.....	150,000	.....	200,000	50,000
Necessary miscellaneous and incidental items connected with first and second class offices, including furniture, cleaning, and all other matters not specifically provided for in other appropriations.....	250,000	11,800	250,000	.....
Advertising and purchase of newspapers containing official advertisements contracted for under this appropriation.....	25,000	.....	25,000	.....
For rental or purchase of canceling machines and motors and power therefor.....	190,000	.....	190,000	.....
Special agents and per diem.....	17,300	.....	24,220	6,920
<i>Provided, That 5 per cent of the foregoing appropriations for the division of salaries and allowances of the First Assistant Postmaster-General's Office may be available interchangeably for expenditures on the objects named; but no one item of the appropriation shall thereby be increased more than 5 per cent.</i>				
Total.....	38,565,300	.....	40,768,920	2,268,620

FREE-DELIVERY SYSTEM.

The importance of the delivery and collection of the mails and the value of the free-delivery branch of the postal service to the industrial and social world are scarcely realized by the public at large, for the reason that the system has quietly grown with our institutions and seems, at least to the present generation, such a part of our daily life as to have existed always.

Essential as it has become to the rapid conduct of the vast and ever-growing volume of business of the present day, yet the system is only thirty-eight years old, having been inaugurated in 1863, under Postmaster-General Montgomery Blair, of Maryland, with 685 letter carriers, distributed among 45 of the principal cities.

It has steadily grown during each intervening year from this small beginning, until on the 1st of July, 1901, the system has been extended to 866 cities and towns—including 4 in our new insular possessions—employing an army of 16,389 uniformed carriers, who collect and carry the mails, two or more times each working day, to 32,000,000 patrons.

The total cost per annum to the Department for the maintenance of this city service is at the rate of only 50 cents for each person enjoying its convenience and facilities.

The following statement shows the operations of the free-delivery service from its establishment in 1863 to and including the fiscal year ended June 30, 1901:

Year.	Number of offices.	Increase.	Number of carriers.	Increase.	Gross receipts.	Increase.	Cost of service.	Increase.	Cost to gross receipts.	Ratio of cost per carrier.
				Per ct.		Per ct.		Per ct.	Per ct.	
1863-64	66		685				\$317,063.20			\$462.86
1864-65	45		757				448,664.51			592.68
1865-66	46		863				589,236.41			682.77
1866-67	47		943				699,934.34			742.24
1867-68	48		1,198				995,934.59			831.33
1868-69	48		1,246				1,183,915.31			950.17
1869-70	51		1,362				1,230,079.85			908.14
1870-71	52		1,419				1,353,923.23			954.14
1871-72	52		1,443				1,385,965.76			970.43
1872-73	52		1,496				1,422,495.48			949.59
1873-74	87	35	2,049				1,802,696.41			879.79
1874-75	87		2,195				1,880,041.99			855.51
1875-76	87		2,269				1,981,186.51			873.15
1876-77	87		2,265				1,893,619.85			836.08
1877-78	87		2,275	0.4	\$12,117,820.24		1,824,166.96		15.05	801.84
1878-79	88	1	2,359	3.6	13,066,470.76	7.8	1,947,706.61	6	14.90	825.69
1879-80	104	16	2,628	13.9	15,082,166.65	15.4	2,363,693.14	21.4	15.66	879.31
1880-81	109	5	2,861	6.4	16,887,086.23	11.9	2,499,911.54	5.7	13.61	873.78
1881-82	112	3	3,115	8.8	19,414,772.80	14.9	2,623,262.74	4.9	13.51	842.45
1882-83	154	42	3,680	18.1	22,317,499.94	14.9	3,173,336.51	20.9	14.21	862.31
1883-84	159	5	3,890	5.7	21,596,020.08	3.2	3,504,206.52	10.4	16.22	891.82
1884-85	178	19	4,358	12	21,940,169.42	1.6	3,986,952.55	13.4	18.15	914.62
1885-86	181	3	4,841	11	22,629,826.66	3.1	4,312,306.70	9	19.06	890.58
1886-87	189	8	5,310	9.6	25,014,385.30	10.5	4,618,922.07	6.7	18.46	869.82
1887-88	169	6	6,346	19.3	29,459,943.83	13.7	5,422,356.36	17.4	18.40	854.45
1888-89	401	43	8,257	30.1	32,206,493.72	9.3	6,957,941.90	28.3	21.60	842.67
1889-90	454	53	9,066	9.7	36,648,000.49	13.8	7,976,202.72	14.6	21.21	879.79
1890-91	519	65	10,130	11.7	40,405,386.28	10.2	9,072,160.31	13.7	22.47	896.57
1891-92	568	49	10,787	5.8	44,031,728.77	9	9,966,892.67	9.9	22.63	928.27
1892-93	610	42	11,625	8.2	48,444,363.83	10	10,683,575.26	7	22.05	919.01
1893-94	610		11,736	.9	45,801,210.16	15.45	11,229,436.78	5.1	24.51	956.83
1894-95	604		12,714	8.2	49,128,621.42	7.2	12,135,644.98	8	24.70	954.50
1895-96	627	23	12,834	.94	52,567,624.42	7.7	12,713,851.41	4.7	24.18	970.59
1896-97	629	2	12,981	.75	52,741,470.37	.53	12,827,396.69	.88	24.32	991.97
1897-98	688	59	13,696	5.9	56,681,804.68	7.47	13,837,506.10	4.4	23.62	977.47
1898-99	735	47	14,256	4	61,807,916.82	9.04	13,905,800.10	3.9	22.50	975.43
1899-00	796	61	15,322	7.48	66,775,903.86	8	14,512,190.04	4.4	21.73	979.78
1900-1901	866	71	16,389	6.96	74,295,394.67	11.26	15,752,600.00	8.55	21.20	961.17

¹ Decrease.

NOTE.—Prior to the year 1877-78 the gross receipts of free-delivery offices were not reported separately by the Auditor.

NEW FREE-DELIVERY OFFICES.

During the year ended June 30, 1901, the free-delivery service was established at 68 offices, 212 carriers being appointed, whose salaries for the year amounted to \$91,990.65. The offices of Mayaguez, Ponce, and San Juan, P. R., and Honolulu, Hawaii, with 13 carriers, were also brought into the free-delivery service, although all expenses at these offices were paid from the appropriation for military postal service. The following is a list of the offices established during the year, with the number of carriers at each office:

City.	State.	Carriers.	City.	State.	Carriers.
Ablene	Kansas	3	Cadillac	Michigan	4
Arlington	New Jersey	3	Charleroi	Pennsylvania	4
Bedford	Indiana	3	Charles City	Iowa	3
Baraboo	Wisconsin	3	Charlotte	Michigan	3
Beaumont	Texas	4	Chicopee	Massachusetts	4
Billings	Montana	2	Clearfield	Pennsylvania	3
Bristol	Rhode Island	3	Coffeyville	Kansas	3

City.	State.	Carriers.	City.	State.	Carriers.
Columbia	Missouri	3	Newcastle	Indiana	2
Conneaut	Ohio	4	Niles	Michigan	4
Danvers	Massachusetts	6	Niles	Ohio	3
Dedham	do	5	New Brighton	Pennsylvania	4
Durango	Colorado	3	North Vernon	Indiana	3
Elreno	Oklahoma	2	Owatonna	Minnesota	3
Enid	do	2	Perry	Oklahoma	2
Everett	Washington	4	Ponce	Porto Rico	3
Fergus Falls	Minnesota	3	Princeton	Indiana	3
Fort Collins	Colorado	3	Ravenna	Ohio	3
Galena	Kansas	4	Reading	Massachusetts	3
Gardiner	Maine	3	Rushville	Indiana	3
Greenfield	Ohio	3	Salisbury	Maryland	3
Greensburg	Indiana	3	San Juan	Porto Rico	6
Haddonfield	New Jersey	2	Sewickley	Pennsylvania	3
Hanford	California	3	Southbridge	Massachusetts	3
Harvey	Illinois	3	Thomasville	Georgia	3
Homestead	Pennsylvania	4	Three Rivers	Michigan	3
Honolulu	Hawaii	1	Valdosta	Georgia	3
Independence	Kansas	3	Warsaw	Indiana	2
Kane	Pennsylvania	3	Watsonville	California	2
Lansdowne	do	2	Webb City	Missouri	3
Latrobe	do	3	Weehawken	New Jersey	4
Mayaguez	Porto Rico	2	Wellsville	New York	3
Merrill	Wisconsin	3	Westfield	New Jersey	3
Mishawaka	Indiana	3	Westminster	Maryland	3
Morgantown	West Virginia	4	Wheaton	Illinois	3
Murphysboro	Illinois	4	Winchester	Indiana	2
Naugatuck	Connecticut	4	Waycross	Georgia	3

Two free-delivery offices were discontinued—Everett, Mass., being made a station of the Boston office, and Olneyville, R. I., being consolidated with Providence. This makes a net increase of 70 in the number of free-delivery offices, the total number in operation on June 30, 1901, being 866.

ROSTER OF FREE-DELIVERY OFFICES.

The alphabetical list of free-delivery offices, Table C, shows the number of letter carriers employed June 30, 1901, the expenditures during the fiscal year for carriers' salaries, for horse hire and car fare for carriers, and incidental expenses. The latter item embraces cost of erecting, repairing, and painting street letter and package boxes, the setting and painting of letter-box posts, and freight and cartage on both boxes and posts; bills for maps and directories used in the free-delivery service, and all other expenses incident to the service and not otherwise provided for, excepting those paid by warrant direct from the Treasury Department.

SEPARATIONS FROM THE SERVICE.

Four hundred and seventy-four letter carriers were separated from the service during the year, the causes of separation being as follows:

For intoxication	62
For arrest for violation of Postal Laws and Regulations	26
For gross violations of Postal Laws and Regulations	91
For physical disability	7
Carriers deceased	113
Carriers resigned	175
Total	474

The following comparative statement shows the percentage of separations in all grades, including deaths and resignations, for the past eight years, or since the operation of the civil-service law was extended to all free-delivery offices:

	Per cent.		Per cent.
1893-94	6.3	1897-98	2.9
1894-95	4.9	1898-99	3.0
1895-96	3.7	1899-1900	2.9
1896-97	2.5	1900-1901	2.9

Removals for cause during the same period are summarized as follows:

	Per cent.		Per cent.
1893-94	4.00	1897-98	1.32
1894-95	3.00	1898-99	1.27
1895-96	2.10	1899-1900	1.17
1896-97	1.06	1900-1901	1.09

It is an interesting fact that while the number of carriers is increasing from year to year, with the natural growth of the service, the number of removals is steadily decreasing. During the year ended June 30, 1901, of the 16,389 carriers employed at free-delivery offices but 179, or 1.09 per cent of the whole number, were removed for cause, although the percentage of separations from the service was the same as for the year 1899-1900, the proportion of deaths and resignations being greater. But 62 carriers were removed during the year for intoxication, as against 65 the previous year and 88 in the year 1898-99.

The results of the strict enforcement of rules and regulations regarding drinking and loitering are very apparent, and are particularly noticeable in some of the larger cities, where removals for cause are now of rare occurrence.

SHIRT WAISTS FOR LETTER CARRIERS.

April 16, 1901, the Postmaster-General issued the following order regarding carriers' uniforms:

Shirt waist.—During the heated term postmasters may permit letter carriers to wear a neat shirt waist or loose-fitting blouse instead of coat and vest, the same to be made of light gray chambray gingham, light gray cheviot, or other light gray washable material, to be worn with turn-down collar, dark tie, and a neat belt, all to be uniform at each office.

This change in the summer uniform has been greatly appreciated by the carriers, who had found their woolen coats, even those of the lightest weight, oppressive during seasons of intense heat. In some cities, especially in the South, carriers had fallen into the habit of discarding the coats entirely during the heat of the day, appearing on the streets in cotton shirts of a variety of colors and styles, some wearing suspenders and some belts, and presenting anything but a tidy appearance. These irregularities were often overlooked by postmasters, who felt that it would be inhuman to require their carriers, while exposed to the intense heat, often with heavy loads to carry, and unable to shield themselves from the sun's rays, to wear unnecessarily heavy clothing.

The adoption of the shirt waist has certainly added greatly to the comfort of the carriers, and their neat and tidy appearance in the light gray waists, with dark belts and ties, has caused much favorable comment.

SHIFTING POPULATION AFFECTS EXPENDITURES.

For several years past rapid transit in the great cities has had an important bearing upon free-delivery expenditures. With each improvement in facilities for quick transportation the movement from within the old populous districts to the outskirts is accelerated, and no year has witnessed greater changes of this kind than the past.

Around the outer edge of all the important cities have sprung up thickly populated settlements and not infrequently these new additions contain the costliest residences in the city. The extension of free delivery to these districts is imperatively demanded by the residents and as a rule they are not satisfied with any less number of deliveries and collections than they enjoyed while residing in their old central precincts. Extensions and consolidations of this character have severely taxed the available resources of the Department.

If it were practicable to reduce the number of carriers in the old districts, whence the exodus occurred, the question of expense would solve itself, but the residents of these new districts gather from so many different streets and localities that it is not feasible to consolidate the older routes and thus bring about a reduction to offset the expense of new routes on the outskirts. An equally anomalous condition is encountered in business districts through the erection of monster skyscraper office buildings in the great cities. As these mammoth structures are completed they swarm with tenants, numbering as high as 5,000 persons to a single building, and additional carriers and collectors are required and new routes established. The occupants of these buildings are mostly drawn from neighboring districts, yet no compensating reduction of carriers has been found possible in the adjacent routes, as new tenants occupy the vacated quarters and the shifting is continuous. These ever-recurring exigencies indicate the extent and frequency of demands upon the appropriation that were scarcely contemplated.

ANNUAL ESTIMATES.

For several years past the estimates submitted to Congress, with a view to meeting the growth and extension of the city free-delivery service, have been calculated upon a basis of increase ranging from 5 to 8 per cent, and appropriations have as a rule followed this ratio.

For the fiscal year ending June 30, 1901, the estimates and appropriations were upon a basis slightly above 8 per cent increase on the total appropriation for the previous year.

The estimates for the fiscal year ending June 30, 1902, were calculated upon a basis of 8.8 per cent increase. Both of said estimates and the resulting appropriations proved inadequate in one or more branches to meet the normal growth and extension of the system, and resultant embarrassment, delays, and deficiencies occurred to the detriment of the service.

The gross receipts of free-delivery post-offices during the past fiscal year were \$74,295,394.67, which is an increase of 11.26 per cent over the gross receipts of the previous year. This remarkable growth furnishes an authentic index of the increase in the volume of mail collected and delivered, and also conveys some idea of the number of new patrons to the service.

It is apparent that an 8 per cent increase in appropriations can not adequately meet the requirements indicated by an 11 per cent increase in volume of business.

As all present conditions point to a continuance of the era of prosperity and activity now enjoyed by the country, it is essential to the proper conduct of this growing business that estimates for the maintenance and extension of the city delivery service be computed at a higher ratio than heretofore, and in the light of the experience of the past three years an increase of 10 per cent on the total appropriation must be regarded as conservative, and as scarcely meeting the ratio of increase prevailing generally at present in the several branches of the postal service.

Estimates for year 1902-3.

1,400 carriers, at \$600 per annum.....	\$840,400
707 carriers, at \$800 per annum.....	565,600
6,317 carriers, at \$850 per annum.....	5,369,450
9,365 carriers, at \$1,000 per annum.....	9,365,000
17,789 carriers	16,140,450
For promotion of carriers (act of August 2, 1882)	280,000
For substitutes for carriers on vacation (act June 27, 1884)	440,000
	16,860,450
Estimated credit by change of grade.....	125,000
	16,735,450
Fixed by law and admitting of no reduction	
For temporary carriers at summer resorts, for holiday service, and other emergencies, and to serve routes of carriers employed on civil-service boards	125,000
For additional carriers for improvement and extension of service at established offices	550,000
For substitutes for additional carriers on vacation.....	20,000
	17,430,450
For establishment of service at offices entitled to it under the laws and regulations.....	90,000
Horse-hire allowance	650,000
Car-fare allowance.....	275,000
For all other incidentals, including letter boxes, package boxes, posts, furniture, satchels, straps, marine service at Detroit, Mich.; mechanics, to be employed exclusively in erecting and painting letter boxes in first-class cities where they are most needed; expenses of assistant superintendents of city delivery service	300,000
	18,745,450

REORGANIZATION OF THE EXECUTIVE STAFF.

The Fifty-sixth Congress at its last session enacted a measure establishing the office of general superintendent free-delivery system; also the office of superintendent city delivery service, and discontinuing the former offices of superintendent and assistant superintendents of the free-delivery system. The same law provided for the appointment of three assistant superintendents of city delivery in lieu of four former assistant superintendents of free delivery.

This reorganization of the executive staff became effective on July 1, 1901, and has afforded much needed relief in the conduct of the business occasioned by the remarkable growth of recent years. Under this readjustment the head of the office is enabled to exercise a more thor-

ough supervision over the various branches of the service and to give fuller consideration to administrative features and policy.

The three assistant superintendents of city delivery service which the revision provided for are assigned territorial divisions and domiciled at New York, Chicago, and San Francisco, respectively. They personally visit the cities in their several divisions and investigate into conditions and need for additions to the carrier force, especially with a view to ascertaining the minimum number required for the maintenance and betterment of the service already established; also for the extension of the service to outlying or adjacent districts.

Applications for the initial establishment of free delivery within their respective territories are frequently referred to the assistant superintendents for special investigation and report.

The middle or Chicago division at present embraces all the free-delivery cities west of Cleveland, Ohio, and east of Salt Lake City, and extends from Duluth, Minn., to New Orleans.

This extensive territory contains some 300 free-delivery cities, and distances between extreme points are so great that it has been found impracticable for one assistant superintendent to cover the same with the desired degree of expedition.

The numerous advantages and improvements to the service, heretofore recounted, as inaugurated under this system of local supervision, therefore suggest that steps be taken looking to the establishment of another division. With this end in view, it is my intention to submit for approval a recommendation asking that provision be made during the coming session of Congress for the appointment of a fourth assistant superintendent of city delivery service, in order that a southern division may be established, thereby reducing the territory of the middle division and according the benefits of direct supervision to all sections with equal expedition.

The plan of thus dividing the country into districts of specialized jurisdiction and rendering personal inspection possible has resulted in the inauguration of many local improvements in the service, and as a policy of economy has proved a distinct success.

SUPERVISORS OF CARRIERS.

As the number of letter carriers increases and the force assumes the proportions of a small army, the necessity for more thorough supervision of their work is enhanced. Careful attention has been given to the matter of discipline, and it is a pleasing duty to record a steady and marked improvement in this field.

In all the larger cities the carriers are under the immediate direction of employees who are not a part of the carrier force, but are attached to the clerical branch of the local office, and hence are under the jurisdiction of a departmental division other than the free delivery, although their duties pertain largely, if not exclusively, to the work of the latter division.

When the free-delivery system was established, it necessarily was inaugurated in the various local offices under the auspices of employees assigned from the clerical force. Such is the conservatism exercised in the conduct of governmental business and the tendency to follow beaten paths that during all these intervening years, up to the present hour, the system continues to be enforced locally under this separate

jurisdiction. To state this situation is to point out that the free-delivery system has outgrown methods that sufficed to control its early operation.

While the system was in its infancy, and before the lines of differentiation between indoor clerical work and outdoor carrier service began to assume statutory form, this dual arrangement seems to have met the requirements of the service.

With the remarkable growth of the system in recent years and the specialized treatment of mail matter at every stage has also grown the line of demarkation between the work of carriers and of clerks. To such a degree has the quick and safe conduct of the work made necessary this delineation of duties between clerks and carriers that the two services have in practice and detail become distinctly separate and independent branches.

Under these conditions it is evident that more direct and effective supervision of their work would be secured if the employees having charge of the carriers were attached to the same jurisdiction as the force they direct. The absence of this unity of jurisdiction carries with it, by force of circumstances, a division of attention and zeal on the part of the supervising officers. Their duties deal with one branch of the service; their personal interests, so to speak, lie with another. There is a selfish equation that enters into all human affairs, but is especially existent in public employment. Obviously better results would be secured by unifying the efforts and interests of those employees having charge of carriers, and this can be accomplished by a transfer of such officials to the rolls of the free-delivery division. In my opinion, the time has come when direct supervision will contribute materially to the efficiency and discipline of the service. A striking illustration of this fact may be found in the marked success (economy) of the enforcement of the forty-eight hour provision at many offices during the past year and its glaring failure (costliness) at other points. May not these opposite results be attributed largely, if not wholly, to indirect control and supervision?

In view of these conditions, and to tighten the administrative grasp on this enlarging service, I have the honor to recommend that at all the large post-offices, especially those employing as many as fifty letter carriers, an employee be assigned or appointed to have exclusive charge of the letter-carrier force; that such officials be designated as supervisors of carriers and attached to the free-delivery service. Also that all present employees, under whatever name or title, who are performing the duties of superintending or directing letter carriers be transferred to the rolls of the free-delivery division.

EXPIRATION OF FORTY-EIGHT HOUR LAW.

During the first session of the Fifty-sixth Congress the so-called eight-hour law for letter carriers was modified by the insertion of a clause in the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1901, which provided—

That letter carriers may be required to work as nearly as practicable only eight hours on each working day, but not in any event exceeding forty-eight hours during the six working days of each week, and such number of hours on Sunday, not exceeding eight, as may be required by the needs of the service; and if a legal holi-

day shall occur on any working day the service performed on that day, if less than eight hours, shall be counted as eight hours without regard to the time actually employed.

This new provision became effective on the 1st day of July, 1900, and was put into operation as soon thereafter as practicable. It afforded an elasticity to the service, especially at many of the smaller offices, that was most grateful to the carriers and of decided advantage to patrons, inasmuch as it enabled postmasters to make complete deliveries of the accumulated mails on the heaviest days of the week by exceeding the eight-hour schedule. This overtime was equalized during the week, on days when the mails were light, by a period of service correspondingly shorter than the usual eight hours.

The effect of this modification on the service in the very large post-offices was not so apparent, or general, for the reason that the delivery and collection schedules in these cities were usually adjusted upon a scale which permitted their full completion upon the heaviest days; therefore recourse to the new provision was less frequent. That the measure was both useful and beneficial, where honestly interpreted by the carriers, admits of no doubt. It developed, however, that at numerous offices there was an evident determination on the part of many carriers to take advantage of the new law and make needless overtime on their trips during the first five days of the week, calculating the same with such accuracy that their forty-eight hours' service would expire at noon on Saturdays, and the postmaster would thereupon be confronted with the necessity of calling upon the Department for authorization to employ a temporary carrier to complete the Saturday afternoon deliveries.

Early in the spring of the current year this practice of "earning" a half holiday threatened to become so prevalent as to overtax the resources and available methods of the Department to check the same.

At this juncture the question as to the permanent or temporary character of the clause in the statute containing the forty-eight hour provision—by reason of its having been incorporated in an appropriation bill—was taken up by the law offices of the Government. After careful examination of the language and purport of the enactment in question the Assistant Attorney-General for the Post-Office Department rendered an opinion in the premises as follows:

In my opinion the proviso contained in the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1901, having reference to the working hours of letter carriers, will cease to be effective after that date.

The main and almost sole purpose of the act referred to is to provide appropriations for the maintenance of the postal service, including free delivery, for a certain fixed period, to wit: the fiscal year which will expire June 30, 1901. The omission to include the proviso, or legislation of a similar kind, in the later appropriation act, to wit: the act making appropriations for the service of the Post-Office Department for the fiscal year which will end June 30, 1902, is evidence that it was in the legislative mind to treat the proviso as temporary in its operation.

Judicial rulings and precedents are cited in support of the conclusion that any legislation attached to a temporary appropriation not permanent in its character, expires with the limitation of the appropriation.

On receipt of this opinion this office promptly notified postmasters that the forty-eight-hour provision would cease to be operative after June 30, 1901, and schedules were ordered to be adjusted after that date, to the original eight-hour law, which is now being strictly enforced at free-delivery points.

Where properly enforced by the local officials and accepted by the carriers in the spirit of its enactment, the forty-eight-hour provision was a successful and economical measure; but where postmasters were indifferent or lax in its disciplinary application, beneficent results were not attained, and at such offices the expense of carrying on the service was increased.

DETROIT MARINE POSTAL SERVICE.

The marine postal service at Detroit increases in efficiency and popularity. This service has been in operation for six years, and about 500,000 pieces of mail are handled each year during the season of navigation. Mail is delivered to passing boats when they are going at their regular speed of from 10 to 15 miles an hour, and money-order and registry service is maintained in connection with this delivery without the necessity for boats slackening their speed. This is found to be a great accommodation to the thousands of sailors passing Detroit, as well as to the vessel owners and officers and others directly connected with marine interests. When it is realized that the tonnage passing Detroit during a shipping season is more than is received at New York and Liverpool together—that vessels pass Detroit on an average every three minutes of the day during the season of eight months, and that but a small percentage of these vessels touches at Detroit en route to or from the upper lakes—the advantages and benefits of the service will be clearly recognized.

NIGHT ROUTING OF MAILS.

In the larger offices the time consumed by carriers in routing the early morning mail is a matter that vitally affects the success and economy of the service. Fully 50 per cent of the entire mail at the great centers arrives during the night and must be delivered on the first morning trip. The routing of this vast accumulation occupies carriers from one to two hours. A majority of the complaints reaching the Department from large cities have referred to the lateness of delivery on the first morning trip, the service during the remainder of the day proving satisfactory. This early morning congestion is the greatest problem the free-delivery service has to contend with. The business public is exacting, and the fact that the entire force of these large offices is frequently taxed during the early hours beyond the highest capacity of the carriers offers to that public no satisfactory excuse for a delay of thirty minutes.

The growing number of complaints from business patrons, with the marked enlargement of the mails, stimulated efforts some two years ago to devise measures for overcoming this congestion and getting the carriers on the street earlier, without adding to their number, as the work during the remainder of the day would not justify such increase. To this end an experimental service was inaugurated at Detroit, Boston.

Hartford, and Bridgeport, Conn., consisting in assigning expert carriers to night duty in routing the arriving mails for a fixed number of business routes. It is gratifying to report that the plan has proven an unqualified success, and has since been put into operation at the central post-office in New York City and other points, and will be extended as early as practicable to all important offices receiving heavy night mails. It was found that this night routing enabled the carriers serving business districts to leave the office about thirty minutes earlier, and thus many important routes that had lapsed into permanent delinquency on the first trip were restored to schedule.

SUPERANNUATED CARRIERS.

As the number of veteran letter carriers grows larger with each year, the question of what to do with the old and worn-out members is a progressive one.

The subject has been discussed by my predecessors and is one that constantly invokes action. Sooner or later the efficiency of the entire free-delivery system will be threatened by the physical disabilities that are overtaking these venerable employees. As the men grow old and are unable to cover their usual mileage, postmasters and superintendents are disposed to curtail their routes and thus create short special routes commensurate with their endurance. This is an expensive plan, amounting in some respects to an indirect pension, and the practice is not encouraged or authorized. A carrier almost worn out, in a physical sense, yet retaining full possession of his mental faculties, is an employee who challenges the sympathy of his superiors, while at the same time they are convinced that for his relief, as well as for the good of the service, some change in his employment should be made. To dismiss him simply because he is old is heartless; to continue him to the detriment of the service is hardly justifiable.

Remedial steps ought to be taken before the increased percentage of superannuation begins to weigh heavily upon the efficiency of the service. It is a question of the highest importance, worthy the careful consideration of both Congress and the Department.

For several years past the letter carriers, through their national and State associations, have seriously considered and discussed the matter.

They keenly appreciate the vital importance of provisional legislation at no distant day and, through a committee of their national organization, have drafted a retirement bill which will doubtless be submitted to Congress for consideration. This measure provides for the accumulation of a fund, to be realized entirely from the salaries of the carriers, by the retention of a fixed percentage each month.

Any measure calculated to meet the situation, and founded upon a self-sustaining fund contributed by the carriers, would have the cordial and earnest indorsement of this office.

RURAL FREE DELIVERY.

There has been no backward movement in rural free delivery, defined by President McKinley in his last annual message to Congress as the "most striking new development in the continued and rapid growth of the postal service." Its extension has kept pace with the appropriations made by Congress for its introduction and maintenance. The origin and the progressive development of the service may be epitomized as follows:

Fiscal year.	Appropriation.	Services in operation.	Fiscal year.	Appropriation.	Services in operation.
1894.....	\$10,000	(1)	1896.....	\$50,000	148
1895.....	10,000	(1)	1899.....	150,000	391
1896.....	10,000	(1)	1900.....	450,000	1,276
1897.....	40,000	44	1901.....	1,750,000	4,301

¹ Not used.

Congress appropriated \$3,500,000 for the maintenance and extension of rural free delivery for the fiscal year ending June 30, 1902. Orders have been issued by the Department raising the total number of services to be in operation on December 2, 1901, to 6,009. Every State in the Union, except Montana, a mountainous State with few rural settlements, is represented in this aggregation of services, and every Territory, except New Mexico, where two applications for rural free delivery are now under investigation, and Hawaii, which is too new an acquisition to be considered in this connection. Even in our most northern territory of Alaska, within a short distance of the Arctic Circle, an exceptional rural service was operated during the past summer between Nome and Gold River for the accommodation of thousands of miners congregated in that vicinity.

It is estimated that at the end of the present fiscal year rural free delivery will be in successful operation over not less than 8,600 routes. The number of services established in the month of October was 492; the month of November, 482, and for the month of December, 230 new services have been ordered.

There were on file in this office October 15 completed cases calling for 700 routes, only awaiting Department orders assigning a date for their establishment, and there were in the hands of special agents in the field 6,129 petitions for service, as against 2,159 at a corresponding period last year. Thus, though the services started have been more than doubled, the applications received during the same period and remaining unacted upon have increased threefold. The 6,000 routes which will be in operation December 2, 1901, represent just 50 per cent of the total number of applications received to date since the establishment of the first route five years ago. Inasmuch as it has been and is a physical impossibility to establish all the service applied for as rapidly as the people desire, the Department has aimed to make an equitable distribution of the service among the States and Congressional districts on a basis of 50 per cent of the applications filed. The following list, including service effective December 2, 1901, shows the condition of the service record by States.

Percentage of establishment of rural free delivery in the different States.

States and Territories.	Total number of applications filed.	Total number of routes established.	Percentage.	States and Territories.	Total number of applications filed.	Total number of routes established.	Percentage.
STATES.				STATES—cont'd.			
Alabama.....	119	143	36	New Jersey.....	71	50	70
Arkansas.....	29	14	48	New York.....	687	1387	56
California.....	113	84	74	North Carolina.....	243	31	12½
Colorado.....	62	34	55	North Dakota.....	24	8	33½
Connecticut.....	115	101	88	Ohio.....	1,209	561	45
Delaware.....	31	20	64½	Oregon.....	63	28	44
Florida.....	3	1	33½	Pennsylvania.....	456	1383	84
Georgia.....	476	143	30	Rhode Island.....	19	14	73
Idaho.....	23	12	52	South Carolina.....	207	1103	49
Illinois.....	1,236	517	42½	South Dakota.....	97	42	43
Indiana.....	831	1454	54	Tennessee.....	314	1170	54
Iowa.....	1,157	1581	50	Texas.....	223	126	56
Kansas.....	743	343	46	Utah.....	17	7	41
Kentucky.....	58	13	22	Vermont.....	73	58	80
Louisiana.....	6	5	83½	Virginia.....	117	41	35
Maine.....	180	72	55	Washington.....	34	15	44
Maryland.....	131	1172	90	West Virginia.....	63	41	65
Massachusetts.....	124	61	49	Wisconsin.....	563	280	49
Michigan.....	835	340	40	Wyoming.....	8	4	50
Minnesota.....	436	177	40				
Mississippi.....	25	2	8	TERRITORIES.			
Missouri.....	617	265	43	Arizona.....	3	2	66
Montana.....	7	0	0	New Mexico.....	3	0	0
Nebraska.....	397	139	35	Oklahoma.....	35	9	26
Nevada.....	0	0	0				
New Hampshire.....	90	68	75				

¹ Including "county service."

General average for the United States, 46 per cent.

SOME DIFFICULTIES OF ADMINISTRATION.

Because of the continued extension of the service in the more thickly settled portions of the country, there are numerous sections where practically every inhabitant has been brought within the radius of rural free delivery. With the expansion thus brought about the work of administration becomes more difficult. As the area uncovered in any special county or section becomes less, experience and tact of the highest order are required to fill in the gaps and to make a "system" of what has been necessarily heretofore a collection of individual and unconnected routes. Not infrequently the installation of a single new route calls for change in three or four previously established routes adjoining. The time needed for investigation of routes and used in collecting the data for their successful establishment is increased as the work is broadened. Although the special agents in the field have been pushed to the full extent in their efforts to keep up with the avalanche of petitions descending upon them, they have been often unable to equal the number of routes reported on by themselves during the same space of time last year, especially in parts of the country where the routes are closing up one upon another into a network of supplying lines.

THE ANTAGONISMS ENCOUNTERED.

This brings again into consideration a disturbing factor consequent upon the added service, i. e., the necessary discontinuance of the smaller post-offices, whose function is taken away by the establishment

of rural free delivery, and of the star routes which supply them. While rural free delivery is only put into operation upon petition of prospective patrons, indorsed by the Senator or Representative in whose State or district the proposed service is to be established, it is difficult at times to convince those whose personal interests seem to be temporarily antagonized that there is not an effort on the part of the Department to force the service upon unwilling patrons to the disadvantage of the country store and its postmaster proprietor. There is also a natural antagonism on the part of the star-route contractors, whose routes are discontinued by reason of rural free delivery or whose work of supplying some of the smaller offices retained is transferred to the rural carriers.

These two elements are responsible for the greater part of the protests and complaints which often delay the work of establishment, annoy Representatives in Congress, and embarrass the Department. The embarrassment to the Department is pointedly increased when, as not infrequently happens, after all the conditions underlying the establishment of a rural free-delivery service have been fully examined, and the concurrence of the Representative in Congress has been personally obtained to the changes in the mode of service rendered necessary by the rural delivery, a reverse action is brought about by pressure from displaced postmasters or star-route contractors, who almost invariably consult their own interests in preference to those of the general public. The vacillation in the recommendations for the discontinuance of fourth-class post-offices and curtailing star routes has become so serious an impairment of the rural free delivery that this office has been compelled in many cases to ask the Representative in Congress to specifically state which service is preferred, and to insist, in the interest of economical administration, that unnecessary post-offices and superfluous star routes (with or without box delivery attachments) shall not be maintained contemporaneously with rural free-delivery routes; also, to announce that, if the continuance of duplicate service by star route and small offices supplied by this service be desired, the rural free-delivery service must be withdrawn and bestowed upon some other community which has not a surplusage of mail service. It is the purpose of this office, with your approval, to make this rule inflexible in the future.

It ought to be understood that the greatest care is exercised in all parts of the administrative work to make the rural free-delivery service an improvement upon any mail service which it supplants, and to assure the greatest amount of benefit to the greatest number of people. Occasionally a few individuals may be inconvenienced by the abolition of a small post-office immediately adjacent to their home, but the resulting advantage to the greater number of people accommodated is always in the end found to be ample compensation for the trivial deprivations suffered by the few.

RIVALRIES AS TO TERRITORY.

The work of establishing rural free-delivery service is often seriously retarded by the struggle on the part of individuals and communities to include in their petitions for service territory naturally tributary to other post-offices. Special agents engaged in examining projected routes are instructed to use every effort to adjust such dif-

ferences in advance of their reports. It happens, however, that such adjustment is not always possible. The aim of rural free delivery being to serve the largest number of patrons with the best service, individual and selfish interests must often be ignored in order to secure this end, and projected routes must be extended, curtailed, or changed to best serve the majority. It is found, as a rule, that the friction which sometimes exists when new routes are first put into operation wears rapidly away as the service becomes known and appreciated, and patrons adjust themselves to the new condition of things.

COUNTY SERVICE.

Reference was made in last year's report to the plan originally tested in Carroll County, Md., of extending the free delivery at one time over an entire county, to the practical exclusion of all other service except such as might be needed to supply distributing points for rural free delivery. Since then the system has been extended to nine other counties, so that the record, including Carroll County, stands as follows:

Counties.	Carriers.	Miles traveled.	Area covered.	Population served.	Houses on route.
Anderson, S. C.	35	808½	694	26,285	5,279
Carroll, Md.	49	960	523	27,569	5,545
Delaware, Ind.	26	622½	397	17,400	3,480
Fairfield, Conn.	54	1,118½	687½	87,024	8,258
Frederick, Md.	56	1,168	653	35,997	7,812
Hardin, Iowa.	41	1,021½	340	18,065	3,616
Jefferson, Ala.	29	579	496	32,215	6,448
Niagara, N. Y.	42	937	485	24,836	5,891
Washington, Pa.	97	2,008½	1,221½	44,797	8,332
Washington, Tenn.	31	729½	521	16,450	3,330
Services established.	460	10,018½	6,517	280,938	57,986

To this list must be added the county service in Jackson County, Mo., fully investigated and awaiting orders for establishment, which provides for 39 carriers, who will serve a population of 20,520; also a nearly completed county service in Kent County, Del.

In connection with the county service, postal wagons, accompanied by postal clerks and having all the facilities of a post-office, have been provided where their use is required, as follows:

Carroll County, Md.—Wagons A, B, C, and D.

Washington County, Pa.—Wagon A.

Frederick County, Md.—Wagons A and B.

Jackson County, Mo.—Wagon A.

The number of fourth-class post-offices and star routes which have been dispensed with, in connection with the county services thus established, appear in the following statement:

	Post-offices discontinued.	Star routes discontinued.
Anderson County, S. C.	39	10
Carroll County, Md.	64	33
Delaware County, Ind.	11	6
Fairfield, Conn.	27	17
Frederick County, Md.	49	32
Hardin County, Iowa.	8	1
Jefferson County, Ala.	24	10
Niagara County, N. Y.	34	12
Washington County, Pa.	53	23
Washington County, Tenn.	49	15
	353	165

County services have been carefully and gradually inaugurated on the presumption, which now seems indisputable, that rural free delivery must eventually extend over the whole country outside of cities and towns now served by free delivery, unless sparse settlement or impracticable roads render such extension temporarily impossible. The latest experience has shown that where the physical conditions are favorable to the laying out of rural service over a whole county at one time, and the cooperation of the citizens and Representatives in Congress is fully assured, this method of inaugurating service can be made more effective and less liable to disturbance on account of the abolishment of the village-store post-office and star routes than the system of establishing routes on separate petitions.

Every variety of territory and all sorts of conditions as to population and roads have been experimented on in the establishment of the above-named county service.

Carroll County, Md., may now be considered as practically a perfect service. It not only gives a complete delivery and collection with money-order and registration facilities to all the people in the county, but covers considerable territory in adjoining counties.

The Frederick County service, recently started and adjoining the Carroll County to the west, bids fair to be equally successful.

In Washington County, Tenn., the service differs from any other in that it reaches out a greater distance from the distributing office without relying upon any supplying postal wagons. [Plate I.]

Delaware County, Ind., exemplifies what can be done in the way of affording almost a house-to-house delivery in a section of the country where the roads are good and the population is dense.

Hardin County, Iowa, on the other hand, shows the practicability of giving an economical rural service in a Western State, with comparatively sparse population and mud roads. [Plate II.]

Niagara County, N. Y., service, yet to be tested, is so carefully laid out that much is expected of it.

In Fairfield County, Conn., the service reaches more people in proportion to the area than in any other county thus far "ruralized." [Plate III.]

On account of the very mountainous character of the territory, with its irregular and rough roads and unbridged creeks, Washington County, Pa., larger in area than any other county thus far covered by rural free delivery, has presented the most serious obstacles in the way of an efficient service. However, by dint of perseverance on the part of this office, and the earnest cooperation of the Representative in Congress, the Department has about succeeded in overcoming all difficulties and providing a good service for the agricultural as well as mining communities of that county.

The two-county services inaugurated in the Southern States—in South Carolina and Alabama—have thus far given promise of good results.

Two corps of agents, especially drilled in county service, are making investigations as rapidly as possible, and it is expected that within the next six months six additional counties will be added to the list.

Steps will soon be taken to completely cover those counties which now have a considerable amount of service, and in which the establishment of a few additional routes and the readjustment of existing services will make the accomplishment of a complete county service comparatively easy. This is now being done in Santa Clara County, Cal., where the local conditions, both as to roads and land divisions, are most favorable to an ideal service.

POSTAL STATIONS.

In county service may be found what are known as rural free-delivery postal stations. They are established at points where it is desired to provide special money-order and registry facilities for patrons residing in a village or hamlet, and to secure a meeting point for rural carriers for the supply and exchange of mails of routes distant from the main distributing offices. A rural station is invariably established in lieu of a post-office, and the compensation paid the clerk in charge fixed at about 25 per cent of the compensation formerly received by the postmaster, but not to exceed \$150 a year. In some instances the cost of managing the station is included in the salary of the rural carrier who delivers mail through the village and in the immediate neighborhood. Stations of this kind are subordinate to and supplied from the county seat or main distributing point for the rural free delivery.

DIVISION ORGANIZATION.

Some changes have been made in the organization of the four divisions into which the United States was divided by order of the Postmaster-General, May 1, 1900, for the purpose of examining into and reporting upon petitions for the establishment of new rural free-delivery routes. To relieve to some extent the congestion of unreported cases in the middle division, the States of Iowa, Kansas, and Minnesota were transferred to the western division; the State of Louisiana was withdrawn and attached to the southern division; and the State of Ohio was also segregated, and is now administered directly from this office. This leaves the four divisions constituted as follows:

Eastern division.—Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont; headquarters, New York City.

Middle division.—Illinois, Indiana, Kentucky, Michigan, Missouri, and Wisconsin; headquarters, Indianapolis, Ind.

Western division.—States and Territories of Arizona, Arkansas, California, Colorado, Iowa, Idaho, Indian Territory, Kansas, Minnesota, Montana, Nebraska, North Dakota, New Mexico, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming; headquarters, Denver, Colo.

Southern division.—Alabama, Delaware, Florida, Georgia, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, West Virginia, Tennessee, and Virginia; headquarters, Washington, D. C.

APPLICATIONS PENDING.

In the eastern division there were pending on the 15th of October, 1901, 640 applications for rural service not yet acted upon, as against 175 pending at an approximately similar date last year, divided by States as follows:

State.	1901.	1900.	State.	1901.	1900.
Connecticut	17	8	Pennsylvania	192	59
Maine	47	4	Rhode Island	6	2
Massachusetts	28	18	Vermont	21	11
New Jersey	22	3			
New Hampshire	22	4	Total	640	175
New York	285	66			

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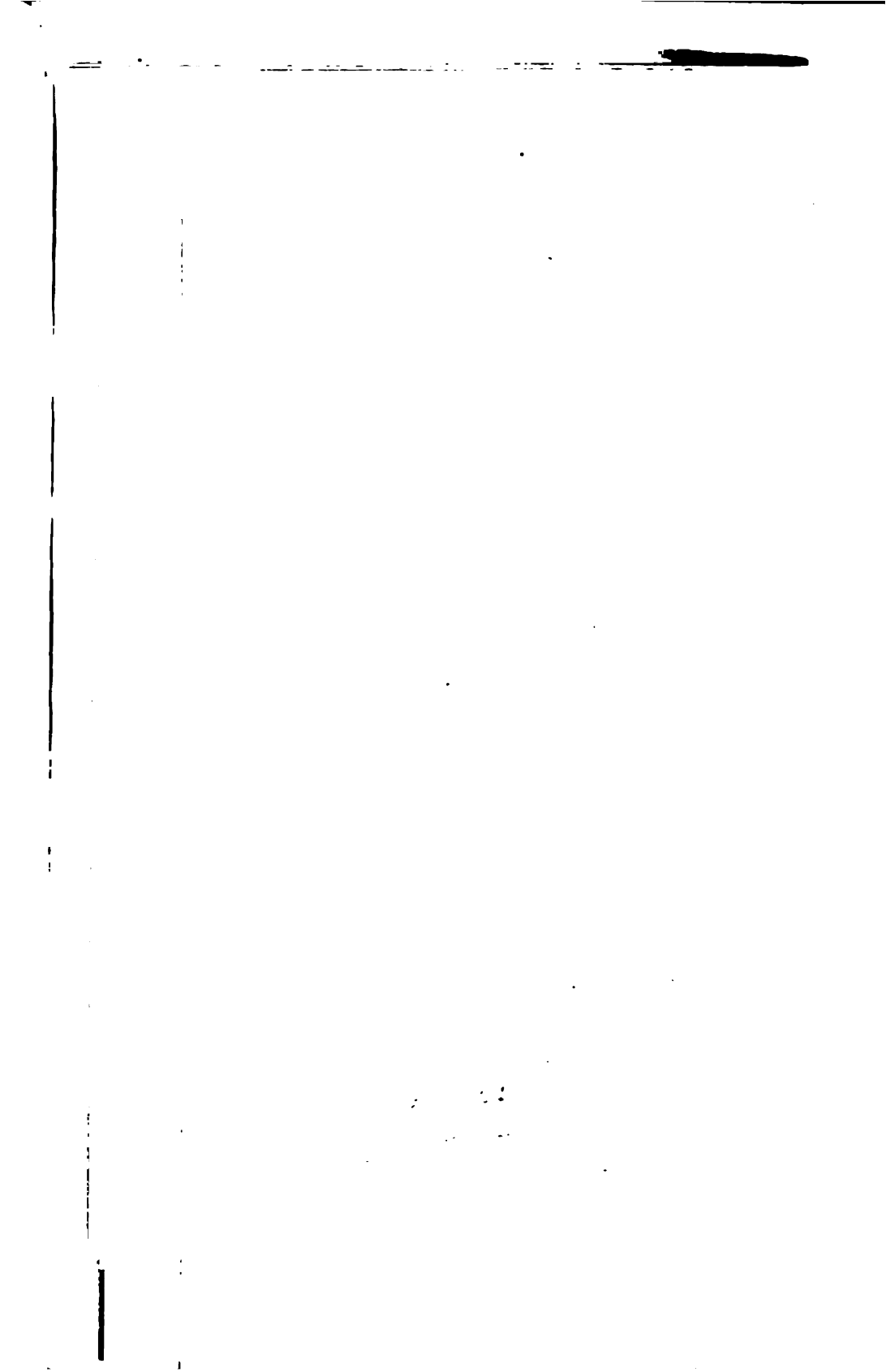
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In the middle division there were pending 2,159 cases, as against 1,234 which were pending last year with Ohio, Louisiana, and Minnesota included, and now eliminated, apportioned by States as follows:

State.	1901.	1900.	State	1901.	1900.
Illinois	746	243	Missouri	315	117
Indiana	362	110	Wisconsin	237	100
Michigan	475	251			
Kentucky	24	14	Total	2,159	835

The western division, with States added to its territory, has now pending 1,897 cases, as against 566 cases at the corresponding period last year. They are as follows:

State.	1901.	1900.	State.	1901.	1900.
Arkansas	15	3	North Dakota	16	1
Arizona	1	1	Oklahoma	26	1
California	29	5	Oregon	35	6
Colorado	28	4	South Dakota	55	13
Idaho	12	8	Texas	109	29
Iowa	604	238	Utah	10	2
Kansas	402	148	Washington	20	1
Minnesota	263	63	Wyoming	4	.....
Montana	7	5			
Nebraska	256	37	Total	1,897	566
New Mexico	8	1			

In the southern division, notwithstanding the fact that the pressure has been relieved by orders of the Department establishing county services in Frederick County, Md., in continuation of the county service in Carroll County of the same State, previously reported; in Jefferson County, Ala.; in Anderson County, S. C., and in Washington County, Tenn., there are pending four times as many unsatisfied applications for service as were on file at a corresponding period last year. Nevertheless, the States in the southern division have received generous consideration during the year. Thirty-five new services have been started in Alabama, 99 in Georgia, 92 in Maryland, 75 in South Carolina, 102 in Tennessee, the total establishments in the southern division during the period covered by this report being 459.

The applications pending, 812 in number, as against 210 for the corresponding period last year, are distributed among the States as follows:

State.	1901.	1900.	State.	1901.	1900.
Alabama	62	16	North Carolina	169	35
Delaware	20	5	South Carolina	67	15
Georgia	166	72	Tennessee	198	40
Florida	1	0	Virginia	60	6
Louisiana	1	2	West Virginia	38	12
Maryland	9	7			
Mississippi	21	0	Total	812	210

In the State of Ohio there were pending, unacted upon, October 15, 1901, 621 approved applications, as against 202 applications in 1900, thus making the total number of cases in the hands of special agents in the field:

	1901.	1900.
Eastern division	640	175
Middle division	2,159	885
Western division	1,897	566
Southern division	812	210
Ohio	621	202
Total	6,129	1,988

SUPERVISION OF THE SERVICE.

What has been said of the difficulties of administration in connection with the establishment of new rural service because of its broadening scope, and the increasing evidence that it is destined to be the rural service of the future, applies with equal or greater force to the proper maintenance and management of service already in existence. While a large proportion of the postmasters from whose offices rural service radiates give an intelligent superintendence to the work and cooperate with the Department in promoting the efficiency of the service to an extent that merits and receives grateful acknowledgment, there are other offices where the establishment of rural service brings upon the postmaster responsibilities which his experience has not qualified him to meet and duties which he can not suitably perform without assistance and direction.

A great majority of the carriers selected are young men who have had no experience whatever in the postal service. It is not surprising, then, that irregularities creep into the service on account of misconstruction and misunderstanding of the regulations and a lack of appreciation of their duties by inexperienced employees. The irregularities must be corrected and the carriers fully instructed.

Even upon routes starting from offices where experienced and intelligent postmasters are in charge and efficient carriers employed emergencies are constantly arising requiring adjustment. Railroad schedules are changed, necessitating a rearrangement of the hours of departure and arrival of the rural carriers; floods carry away bridges, and temporary changes have to be made in the carriers' routes; the routes as originally established are found by experience to be either too long or too short; modifications of routes suggest themselves which would increase the number of patrons accommodated without taking away service from anyone heretofore receiving it, and frequently post-offices and star routes which, out of abundant caution, had not been recommended for discontinuance when the rural service was started become so obviously useless afterwards that their abolition could properly be brought to the attention of the officials in charge, respectively, of these two branches of the postal service. These and many other questions requiring personal investigation were continually brought to the attention of this office. The necessity, therefore, of establishing a supervising service as distinct from the service of recommending the establishment of rural routes became apparent.

SUPERVISORS' DIVISIONS ORGANIZED.

Five special agents of experience in field work were detached from the duty of establishing or superintending the establishment of service and placed in charge of the work of inspecting service after establishment, investigating complaints, and recommending the discontinuance of unnecessary post-offices and star routes.

The supervising districts were established as follows:

First district.—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York; headquarters, New York City.

Second district.—Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, and District of Columbia; headquarters, Philadelphia.

Third district.—Indiana, Michigan, Ohio, and Kentucky; headquarters, Marietta, Ohio.

Fourth district.—Arkansas, Indian Territory, Oklahoma, Missouri, Kansas, Nebraska, Colorado, Wyoming, Montana, Texas, North Dakota, South Dakota, Iowa, Minnesota, Wisconsin, and Illinois; headquarters, Chicago.

Fifth District.—Tennessee, Alabama, Georgia, Florida, Mississippi, Louisiana, Virginia, North Carolina, and South Carolina; headquarters, Nashville, Tenn.

Sixth district.—California, Oregon, Washington, Idaho, Nevada, Utah, New Mexico, and Arizona; headquarters, San Francisco, in charge of an assistant superintendent of free delivery.

This special service soon assumed such proportions that it became necessary to establish a new subdivision of rural free delivery at Washington, D. C., to handle the general inspection and supervision of rural routes. This was done July 1, 1901, and Mr. E. H. Hathaway placed in charge as supervisor.

To each district supervisor a sufficient number of route inspectors is assigned for field service. They are instructed to ride personally over the routes and report in detail upon their length and the character of the roads traversed; whether the rural carriers are properly bonded and prompt and efficient in the discharge of their duties; whether they serve the routes strictly in the order fixed by the Department; properly cancel the stamps on the letters and other mail matter collected by them; carry a sufficient supply of postage stamps, etc., for the accommodation of their patrons, and thoroughly understand the regulations and special instructions in regard to registering mail and receipting for money for money orders; whether the boxes established on the line of route are secure and appropriate and such as were approved by the Department, and whether there is any duplication of service along the line of routes which could be properly dispensed with.

To facilitate the work of route inspectors, and to insure a full and accurate inspection of the service, a specially prepared form has been provided for their use, which embraces thirty-six questions bearing upon every phase of the service and the conduct of the carriers. It is used in what are called general inspections, and when properly filled out gives this office a perfect knowledge of the efficiency of service, the condition of the highways, and the conduct and general reputation of the carrier, and enables it, through correspondence, either to correct irregularities disclosed by the inspection or to make suggestions to the postmasters looking to the raising of the service to even a higher standard of efficiency.

Special inspections comprise complaints against carriers, requests for extension or change of route, and changes of schedule. Such cases are invariably made up and jacketed at Washington. In handling requests for changes of routes, route inspectors are especially cautioned not to recommend them simply to comply with the whims or desires of interested parties, but to consider what would be the best service for the greatest number.

FREQUENCY OF INSPECTION.

A general and systematic inspection of all routes began August 1, 1901, after the route inspectors had been supplied with forms and received full instructions. Since that date, and up to November 1, 1901, 1,973 inspections were made, of which 386 were special. It is the aim of the Department to have every route visited by a route inspector for a general inspection at least once every six months. Many routes, of course, will be visited oftener as special cases for investigation may arise.

The moral effect of periodical visits of route inspectors on the discipline of the service can not be overestimated, and the prompt attention and investigation given complaints and requests of patrons of rural free delivery through this corps of officials, places the Department, in the eyes of the public, fully abreast of the times in the application of business methods.

As the route inspectors thus employed increase in efficiency and experience, it is the purpose of the Department to appoint them to fill vacancies in the force of special agents when such vacancies occur. Several such promotions have already been made.

CARRIERS' SCHEDULES.

To be really efficient and satisfactory a rural free-delivery service must be performed with regularity and punctuality. Excepting Sundays, it must be performed daily, and, under ordinary weather and road conditions, in such a manner that a patron may know with some degree of certainty at what time every day the carrier will pass his gate or the point at which his box is erected. If he wishes to purchase stamps, register a letter, or transact other business with the carrier he can do so without wasting time, for he will know just when the carrier will arrive at the box.

In order to provide such a service, carriers must leave for their routes at a regular hour, and consume as nearly as possible the same amount of time every day in traveling over them. To aid in bringing about these conditions the Department has recently ordered that each carrier shall enter upon a trip report provided for the purpose his daily leaving time and the time he returns to the office after serving his route.

The blanks include the daily entries for one month, and are sent to this office at the end of each month; postmasters being required also to certify to their correctness. These reports are carefully examined, and any marked discrepancies not explained in the reports themselves are promptly taken up with the postmaster by correspondence, or, if necessary, investigated by a route inspector. This system of reports also enables the Department to make comparisons between offices and

routes which lead to many interesting disclosures. For instance, it appears from his monthly record that Carrier A, in Ohio, averaged five hours a day to serve a route 20 miles long, while Carrier B, in Indiana, required an average of eight hours a day to cover his route, which is no longer than the Ohio route and with all the conditions equally as favorable. In a case like this one of two things is certain, either the Ohio carrier is slighting or cutting his route or the Indiana man is unnecessarily expanding the time on his route. In either case the service suffers. A prompt investigation discloses the facts in both cases and the Department is in position to correct the irregularities.

Although this system has only been recently inaugurated, it is already producing good results. It can well be imagined how the scrutiny the Department is thus enabled to give the conduct of the service on every route in the country will not only bring about a uniformity and regularity of service, but also establish an excellent discipline among the carriers, all of which are necessary to place rural free delivery on the highest plane of efficiency.

RURAL LETTER CARRIERS.

Personnel of the force.—In his capacity as a traveling postmaster a rural letter carrier is required to perform duties which are not exacted of a city carrier, and his responsibilities are therefore correspondingly greater. The sale of stamps, the registration of letters, and the receipt of money for the purchase of money orders, which the carrier frequently incloses in unsealed letters intrusted to him, necessarily bring him in close touch with his patrons and establish between them relations of a very confidential character. A rural carrier must therefore be a man of character known to the patrons of his route and possessing their confidence, otherwise the rural free-delivery service will not receive the full patronage of the community in which he is employed. Under no circumstances will the average resident of a rural community intrust money or a valuable letter to a carrier whose integrity he questions, and very seldom to a stranger, whether trustworthy or not. On the other hand, he will go to the extreme in trusting a carrier whom he has known perhaps since boyhood and in whom he has implicit confidence.

Thus far the Department has had little trouble in finding such men for appointment to the force of rural carriers. As a class they discharge their onerous duties with great fidelity, frequently under adverse conditions of weather and roads, and the percentage of complaints against them for derelictions of duty is much less than that of the city service. During the fiscal year 33 rural carriers were dismissed from the service, in every instance for a just cause—4 having been arrested for theft of mail. In a total of 1,135 general inspections made between August 1 and October 15, 1901, the inspectors found cause to complain of 29 carriers, the conduct of 2 being reported as bad and 27 as careless or indifferent. Surely this record speaks well for the personnel of the force and shows that the average rural carrier is faithful to his trust. Whether selected from the thinning ranks of the civil-war veterans or from among those who served their country in the Spanish war, whether fresh from the district school or just from behind the plow, he who enters the service of the United States as a rural letter carrier enjoys the esteem and confidence of the people. He is always a welcome visitor, and soon becomes a factor in the everyday life of a rural community.

Proposed leave of absence with pay.—I respectfully renew the recommendation heretofore made that authority be granted to allow rural carriers fifteen days' annual leave of absence with pay, their substitutes to perform duty during that period and to receive full pay for the time they so serve. There are especial reasons why this privilege should be granted. Rural carriers are required to perform personal service (unless disabled by sickness or excused by the Department) every day in the year, including legal holidays, Sundays alone excepted. When they are absent from any cause they are required to pay their substitutes at the same rate of compensation which they themselves receive. The motive for this stringent regulation, requiring a daily service without intermission except on Sundays, lies in the fact that many carriers supply to post-offices on the line of their route locked-pouch service, superseding star-route service previously existing, these offices having been accustomed to a six days a week delivery. The main purpose of rural free delivery being to increase postal facilities, not to diminish them, the rule has been made general throughout the system that a six days' delivery must be given by rural free-delivery carriers.

Another consideration which will make the adoption of this recommendation of benefit to the service lies in the fact that it will give substitute carriers a prospect of some slight recompense for the trouble they have been put to in filing their bonds and qualifying for the office.

Increased pay of carriers.—Many very urgent representations have reached this office that the annual pay of rural carriers should be increased. Some proposed services in Massachusetts and elsewhere which have been carefully laid out on petition of the people, and are satisfactory in every other respect, are held in abeyance in this office because of disinclination on the part of the carriers selected to provide horse and wagon and horse feed, and give bond in the sum of \$500 with two approved sureties, for a salary of \$500 a year. They are the more disinclined to accept appointment on these terms, because their pay can only be transmitted to them monthly in the form of Treasury warrants, often necessarily delayed at Washington on account of failure to promptly transmit to the Department the certificates of service on which salary accounts are adjusted, or because of the great increase of work imposed on the Auditor's office. In regard to the frequently inexcusable neglect of postmasters to properly fill out and transmit the service certificates of their carriers, constant admonition is being given these officers by the Department, and it is confidently expected that these instances of carelessness will diminish in the future.

The complaints of insufficiency of pay have received careful consideration. There is every desire to raise the character of the service and to adequately compensate the rural carriers, but one of the chief difficulties encountered in arriving at a uniform adjustment has arisen from the varying conditions prevailing in different sections of the country. In some States, where horses are cheap and forage abundant, \$500 a year for a service which occupies only a part of a day is regarded as good pay, and there is almost a scramble among farmers' sons for the appointment. On the other hand, in New England and the extreme Western States, where forage is scarce and dear, a man who owns a horse can command higher wages than a rural carrier receives, especially during the summer months, and he is accordingly disinclined to enter the rural service at the rate of pay prescribed. It is not deemed

desirable to establish a graduated scale of salaries at the present time, except upon the general rule which has been heretofore approximately followed of allowing \$100 a year for each 5 miles of route. Nevertheless, the hardships presented by individual cases have not failed to command attention, and it is the earnest wish of this office to adopt some plan which will afford relief, without making discriminations calculated to promote jealousies between States and sections or to justify a charge of unfair preference.

Recently instructions have been issued to the special agents in charge of divisions modifying the Departmental requirement that routes must average 25 miles in length to entitle the carrier to \$500 a year pay. They are now directed to instruct their special agents in the field that a route of 20 miles will be accepted under ordinary conditions; that where roads are exceptionally level and good a route of 25 miles may be recommended, but under no circumstances should a route be laid out greatly in excess of 25 miles. Directions have also been given that, where the petitions and maps referred for investigation call for a route or routes exceeding the limits above named, care should be taken to so arrange the service that the territory left out can be included in some service to be subsequently established.

PROTECTION OF RURAL BOXES.

In extending the free-delivery system to rural communities, the Department has not been unmindful of its responsibility for the safe delivery and collection of the mails thus handled. This has been a problem hard to solve. Obviously the simplest plan would have been for the Government to supply the letter boxes used in the rural service, thus bringing them without question within the protection of the law, and in compensation therefor charging each of the patrons a small annual rental not exceeding that now collected from those who rent boxes in post-offices. This course would have yielded the Government a fair interest on its original outlay and would have supplied an ample revenue to maintain and protect the boxes. Recommendations to this effect were made in the report of the First Assistant Postmaster-General for the fiscal years 1899 and 1900, but were not considered by Congress. In the meantime the rapid growth of the rural service has rendered the adoption of the plan originally suggested less practical every year, for it would now be difficult and unjust to displace the boxes purchased and owned by the patrons themselves by some other description of box for which a rental would be exacted by the Government.

THE BOX QUESTION.

Reports of malicious injury to mail boxes became so frequent and so many official inquiries were received as to whether there was any law which could be invoked to prevent or punish these depredations that the Department felt impelled to take action in the premises, not only for the protection of the mails, but also to insure for an experimental service, which had received such marked commendation by Congress, a proper opportunity for development, without malicious interference and molestation from those who conceived that their personal interests were impaired by the enlargement of the rural free-delivery system.

Accordingly, on the 12th of January, 1901, the Postmaster-General appointed a commission, composed of five Post-Office officials, selected from the different branches of the service, in whose judgment, discretion, and integrity the Department had full confidence, to examine all designs of rural boxes submitted to them, and to recommend such as seemed best suited for the service. Thirty days' notice of the meeting of this commission was given in the Official Bulletin and through the public press. All persons having designs for rural free-delivery boxes were asked to submit them for examination on or before February 15, 1901. The commission met in Washington City on the 18th of February, 1901, and remained in open session until the 5th of March, 1901, examining all models of boxes submitted and giving public hearings to all inventors and promoters who desired to point out the merits of their respective devices.

The commission had sixty-three models put before them and took up each in turn, but before passing upon the relative merits of the various designs unanimously agreed that only such boxes should be selected as clearly met the following requirements: [Plates IV and V.]

1. SECURITY.

Boxes should be of metal, galvanized iron, or steel with openings and hinges so constructed as to be impervious to the weather. Except where circumstances permit the delivery to be made practically in the farmer's dooryard, each box should be fitted with a combination lock of uniform design for each route with one master key for the carrier and separate keys for each patron. The carrier's key should be of such construction that he can use it with one gloved hand in the severest weather.

2. SIZE AND SHAPE.

The size of rural free-delivery boxes should be approximately 6 by 8 by 18 inches, so as to readily admit the largest newspapers and magazines. These are frequently of as much importance to the farmer as his letters and should receive equal protection from weather and theft. The opening to the box should be preferably at the side, or at the top, if the box be cylindrical in shape, so that the entire interior can be readily exposed to view, and its contents, including postage stamps, coins, and other small matters, be easily removed. The lid or door should project sufficiently to permit a gloved hand to grip it freely.

3. ACCESSIBILITY.

The box should be constructed so as to permit of its being fastened to a post at such a height from the ground as to be easily opened and inspected by the carrier without alighting, and at the same time not to be an obstruction to invite collision or accidental injury. To facilitate the carrier in making his collections, and in order that he should not lose time by stopping at a box where he has no mail to deliver and where there is none for him to collect, some form of signal should be used, the simpler the better. Preference should be given to those signals that can not be easily tampered with or get out of order.

Of the sixty-three models of boxes submitted to the commission fourteen were named as complying with the specifications adopted. In making this enumeration the commission added the following suggestions:

All these boxes comply substantially with the requirements laid down or will be made to comply therewith. They can be manufactured and placed on the market according to written specifications filed in each case and retained for reference, at prices ranging from \$1 up to \$3 for each box, locks included. They commend themselves by simplicity of construction and adaptability to all the varying conditions of weather prevailing over the United States.

PLATE IV.



RURAL BOXES SUBMITTED TO THE COMMISSION.

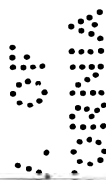


Figure 6

Many of the designs submitted to the committee which are not included in the foregoing list possess marked features of merit, which may perhaps be embodied in future designs acceptable to the Department. An amalgamation of some of these ingenious devices presented or which may be evolved in the near future by American ingenuity, might result in the production of an ideal rural letter box which would supply all the desired elements of durability, simplicity, accessibility, and reasonableness of cost. In such a case the policy of the Department, which has been repeatedly expressed, that the Government should own the boxes and rent them to the patrons at some reasonable price which would not be burdensome to them, but would secure their permanent maintenance and protection by the United States, would undoubtedly commend itself to the favorable consideration of the legislative power.

On the 28th of March the report of the commission (including the list of approved boxes submitted) received the formal approval of the Postmaster-General, and has since been promulgated with the following instructions:

Before service will be established it will be necessary for the patrons to make selection from this list of approved boxes and to agree to equip the route with them. While the Department desires, it does not require, that the boxes on each route shall be of uniform construction. The prices of these boxes range from \$1 up to a little over \$3, including locks. When a rural free-delivery route has been equipped with boxes of the above-named description, the Department will consider these boxes as falling under the protection of section 5406 of the United States Revised Statutes, which provides severe penalties for any person who shall wilfully or maliciously injure, deface, or destroy any mail matter deposited in any letter box, pillar box, or other receptacle established by authority of the Postmaster-General.

The law officers of the United States have accepted this construction of the United States Revised Statutes, and in several recent instances have secured the indictment, in the United States courts, of persons guilty of destroying, defacing, or tampering with the approved rural delivery boxes established by authority of the Postmaster-General.

COMPLAINTS DO NOT PROCEED FROM THE BENEFICIARIES.

Some hostile comment has been called out by the action of the Department in thus designating certain boxes as approved receptacles for the United States mails; but, as far as this office is informed, these criticisms do not proceed, to any appreciable extent, from the immediate beneficiaries of the rural free-delivery service who buy the approved boxes, but from a few persons who desire to utilize the extension of the rural free-delivery service for the sale of boxes which were not submitted to the commission, and therefore not approved by the Department.

In the orders establishing rural free-delivery routes this office invariably calls upon the postmaster for an early report as to the progress of the service and its popularity with the people. Almost without a noticeable exception these reports are enthusiastically favorable. One of the latest, dated Hermann, Mo., October 17, 1901, may be quoted as a fair example of the rest. The postmaster writes:

The rural free delivery is in favor with our farmers. Some who protested at first would be willing to pay \$5 to \$10 per annum in preference to seeing it abandoned. The money-order business especially takes with the rural residents. A proof of this is that my carrier has brought in as high as six applications on one trip. On the two new routes there are no so-called "kickers," except the fourth-class postmasters, whose offices are ordered discontinued. One of these is a source of great trouble to me. He is leading people to believe that they are not required to put up boxes.

So far from there being any general disposition on the part of the beneficiaries of rural free-delivery service to object to the requirement that they shall use boxes which have been approved by the Depart-

ment and placed under the protection of the United States statutes, there is a disposition in many sections of the country to select the most expensive kind of box. Numerous instances can be cited where public-spirited citizens have contributed not only to completely equip a route with approved boxes but also to uniform the carriers and provide them with wagons especially adapted to the service. A few complaints have reached the Department that the manufacturers of some of the approved boxes have sold boxes inferior in construction to the samples submitted to the commission. They will be given rigorous investigation, and, if found justified, stringent measures will be taken to protect rural free-delivery patrons from further imposition.

It may be interesting to note that in Great Britain, where rural free delivery has been carried to its utmost point of development, patrons served by locked boxes placed by the roadside are required not only to provide boxes at their own expense but to pay \$1.25 a year to rural carriers for locking and unlocking them. [See Appendix.]

NECESSITY OF GOOD ROADS.

A great obstacle encountered in the extension of rural free delivery continues to be the unimproved condition of many of the country roads. In many States control of road making is passed around from year to year to a district superintendent or road supervisor, whose office brings him much trouble and no profit. The "improvements" effected under this system are always partial and imperfect. As a rule, no appropriation of money is placed at the disposal of the road supervisor. He is compelled to rely on the perfunctory assistance of the farmers who work out their road tax by sending their teams and hired men or boys (when they can not otherwise use them) to "work up" some selected patch of road. The usual course is to go over the road with a road machine or scraper, which gathers all the muck and rubbish into the middle, smooths it over, and leaves it to be worn into ruts again by the passing wagons, no attempt being made to lay a solid foundation of crushed stone or gravel or to grade or roll the roadbed. Neither is there any effort made to change the direction of the roads from the zig-zag lines which may perhaps have been originally laid out on old Indian trails, or at the best may have followed the desultory tracks of the pioneer settlers.

In the early days of settlement the roads were carried up the rocky hills on one side and down again on the other, when a little scientific grading would have given a comparatively smooth and level path around them. If any creeks intervened they were left unbridged, because in dry weather they could be forded and in wet weather it was presumed no one would want to travel that way. Conditions of this kind have been the bane of rural free delivery, and earnest efforts have been made by the Department and its agents to overcome them.

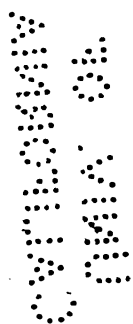
The reports of the special agents in charge of divisions enumerate a great number of important road improvements which have directly resulted from the establishment of rural free delivery. Some of these were referred to in last year's report, as, for example, it was stated that eighteen new bridges had been built and \$32,750 spent in road repairs to obtain rural free delivery in the States of Massachusetts, Connecticut, New York, New Jersey, and Pennsylvania. This good

PLATE V.



FARMERS RECEIVING THEIR BOXES, DELPHI, IND.

Copyright



work has progressed in nearly every State where rural free delivery has obtained a foothold. A few of the more recent examples are cited almost at random.

In Missouri and some States of the middle division, before the investigation of a desired rural service has been ordered, formal notice of road improvements required has been served upon the district road commissioners, and each of them has been required to sign a pledge to the following effect:

I have been informed that you are about to recommend the establishment of rural free delivery of mails in my section, but that you hesitate to do so on account of the bad roads. I assure you that I will do all that I can to improve the roads over which you recommend the establishment of rural free delivery.

When a rural service is ordered into operation over territory where the roads are defective, or not passable at all seasons of the year, it is with the understanding that unless the roads are promptly improved the service will be withdrawn and given to some more appreciative community. A strong impetus has been given to road improvement by the further extension of the rural system in Indiana, Ohio, Michigan, Wisconsin, and Illinois.

In the eastern division it is noted that macadamized roads have been constructed in Monroe County, N. Y., because of rural free delivery established from the offices of Barnard Crossing and Pittsford. Great improvements have been made in the roads in Erie and Yates counties, N. Y., because of the service there. A new bridge has been built at Jamestown, N. Y.; a new road at Caribou, Me., and road improvements have been effected at Walton and Watertown, N. Y., Madison and Naples, Me., Milford and South Lyndeboro, N. H., and Montague, Mass., all resulting from rural free delivery.

In the western division perhaps the most striking developments in connection with road improvement and rural free delivery have occurred in the State of Texas, where 100 fords have been bridged and ten substantial stone bridges have been erected over streams which had previously been impassable at certain seasons of the year. Numerous old roads have been repaired and at least three new lines of roads specially constructed to facilitate the service. In Iowa over 100 agreements have been entered into between the county commissioners and special agents of rural free delivery to open, repair, and maintain roads. Similar agreements have been executed in the States of Washington, Minnesota, and California. Twenty-five per cent of the routes favorably reported on in the western division have been accompanied by road improvements.

The States comprising the southern division have hitherto been backward in responding to the demand for improved roads in connection with rural free delivery. It has been found necessary to reject a number of applications for the service in Georgia, South Carolina, Virginia, and other Southern States because of unbridged creeks and impassable roads. Some improvements have been effected in Alabama and Tennessee and others have been promised, but at present there is no very alert public sentiment calling for road improvements in this division, outside of those sections where a county service has been established.

CONSTANT EFFORT OF THE DEPARTMENT IN BEHALF OF GOOD ROADS.

The foregoing paragraph on "The necessity of good roads" includes an account of the work of special agents for good roads in advance of the establishment of the service, and tells of the promises they receive from the people that the highways, over which the proposed service is to be operated, will be kept in good condition throughout the year. But the good work does not rest here. Frequent inspection is required, more especially of the older routes where there has been failure in the past to maintain a daily service on account of poor or impassable roads.

After routes have been established and in operation for some time, route inspectors are sent out at regular intervals to make a general investigation of the rural system. Among other points on which they report are the quality and condition of the highways traversed. These inspectors are required to specify definitely such portions of the highways traveled by rural carriers as are impassable, and to give the names and address of the road supervisors or others in authority who are responsible for their repair and maintenance. In addition to this information the Department has gathered data from more than 2,400 of the rural free delivery post-offices bearing upon the condition of the public roads. This information has been received in answer to the following questions:

What is the condition of the roads traveled by the rural carrier?

Were the roads impassable at any time during the past winter; if so, for how many days and for what cause?

Are the roads being properly repaired this year?

If any roads need attention, give name and address of road supervisor or other officials.

The replies received show that the roads from 666 post-offices were in bad condition; at 1,814 they were fair, passable, and good. The names and addresses of 1,104 road supervisors were also furnished, and their attention has since been called to the condition of the highways under their supervision, with an urgent request that repairs be made before winter weather again sets in. The letter written to road supervisors reads as follows:

An investigation by this office discloses the fact that the roads traveled by the rural carrier from post-office are not being attended to as post-roads should be. They are in bad condition. The postmaster at has this day been notified to inform the patrons of route that the lack of care given to the roads covered by it will, if continued, endanger the permanency of the service there. A rural carrier can not possibly make regular time or perform efficient service over bad roads, particularly during winter and spring.

Now is the time to mend these highways, and it is the hope of the Department that the roads over which you have direct supervision will be repaired before winter weather sets in, so that the continuance of the rural free-delivery service may be insured.

For Government publications and full information on road building, apply to director, Office of Public Road Inquiries, Department of Agriculture, Washington, D. C.

Every one of the postmasters of the 666 post-offices referred to received the following instructions bearing upon the question of roads:

Reports recently received from your office show that the roads traveled by rural carrier are in bad condition.

You will please notify the patrons of route that the present lack of attention to these roads will, if continued, be likely to endanger the permanency of the rural free-delivery service there.

A rural carrier can not possibly make regular time or perform efficient service over poor roads, particularly during the winter and spring months. The summer is the

time for mending these highways, which are really serving as post-roads, and which should always be passable for the transport of the mail. It is the hope of the Department that the patrons who are receiving the benefit of the service appreciate it, and that they will promptly cooperate in an effort to repair all deficient portions before winter sets in, so that the permanency of rural free-delivery service may be insured.

For Government publications and full information on road building, apply to director, Office of Public Road Inquiries, Department of Agriculture, Washington, D. C.

In a large number of localities this letter has had the effect of directly enlisting in the cause of better roads those who are particularly interested in an efficient rural free delivery, namely, the patrons of the service, and they have not been slow to second the efforts of the Department to arouse the road supervisors to a full appreciation of the necessity of promptly complying with the Department's request for an improvement of the highways. While replies to the foregoing letters were not requested, a large number of them have been received from postmasters and road supervisors, indicating that the communications have had the desired effect. The following may be quoted as samples:

NEWARK, ILL., *October 1, 1901.*

SIR: I am pleased to inform you on rural delivery routes Nos. 1 and 3 there has been and is now being done more work on the roads than any one year for some years past. This is undoubtedly due to the notice sent to the road commissioners by your Department. The commissioner on each route inquired of the carrier where he considered the worst roads on his route and then proceeded to repair these portions expressly. The carriers are highly pleased.

POSTMASTER.

GENERAL SUPERINTENDENT FREE DELIVERY SYSTEM,
Washington, D. C.

MEDIAPOLIS, IOWA, *September 24.*

DEAR SIR: The roads have been recently repaired and are now in good condition.
Very respectfully,

J. K. MATHEWS, *P. M.*

GENERAL SUPERINTENDENT,
Washington, D. C.

BONNER SPRINGS, KANS., *October 25, 1901.*

DEAR SIR: Referring to yours of October 22, would like to say that the work which was delayed on route on account of inability to secure enough teams and men to do the work is being pushed now with all possible speed; good arched culverts are being put in and the surface leveled down and the roads put in good shape. They have never been in so good shape before.

The postmaster, Mr. Maxwell, told me to say that he had been over the road and that it was in better shape than he had expected to find it. The work will be done as fast as possible.

Yours, truly,

W. G. MAUPIN, *Trustee.*

GENERAL SUPERINTENDENT FREE DELIVERY.

KANSAS, ILL., *September 26, 1901.*

DEAR SIR: The road commissioners have agreed to put in the bridge and fix the roads. Thanks.

Yours, truly,

W. S. GRINNELL *P. M.*

GENERAL SUPERINTENDENT FREE DELIVERY SYSTEM.

TOWER HILL, SHELBY COUNTY, ILL., *November 9, 1901.*

DEAR SIR: We, the highway road commissioners of Cold Spring Township, Shelby County, Ill., beg to state and report to your honor that we, the said commissioners in body, have this day gone over that part of the roads over which the rural free-delivery route No. 1 from Tower Hill post-office is operated, and find the roads in as good repair as we can put them this year, and that we appreciate the rural service and will in the future continue to repair and put in better condition from year to year.

Very respectfully,

C. E. CORBY.
G. W. BECHTEL.
D. LOCKWOOD.

GENERAL SUPERINTENDENT RURAL FREE DELIVERY SYSTEM,
Washington, D. C.

Such letters are being constantly received from all sections of the country, more especially from New England and the West and Middle West.

It is the intention of the Department to continue on these lines and by every possible means to point out to the people that a prompt and regular service can be provided only where good roads are maintained. Postmasters will be requested to report from time to time on the condition of the roads, and in that way the Department will be kept continually and intelligently in touch with existing conditions.

All, I think, will agree that rural free delivery is becoming a potent factor in the construction of good roads and their proper maintenance. While good roads commissions and other kindred organizations have been working for years to bring about these conditions and a propaganda is still being carried forward with that end in view, it is quite apparent that the solution of the good-roads question lies largely in the rapid and systematic extension of the rural free delivery service. A good rural service means good roads, and as the people insist upon the former they must eventually obtain the latter.

RURAL FREE DELIVERY CARRIES OTHER POSTAL FACILITIES.

It is generally conceded that no other branch of our great postal system is as popular as the rural free delivery service. This I think is due largely to the fact that it carries with it the facilities of all the other branches. It is, in short, the extension of the post-office to the homes of the people, the carrier performing all the functions of a postmaster. He not only delivers and collects ordinary mail but carries a supply of stamps and stamped paper for the accommodation of rural patrons, is prepared to register letters at the roadside or to accept money for the purchase of money orders. It is evident then that the more easily and conveniently the carrier performs these functions the more satisfactory and popular the service becomes.

With the betterment of the service ever in view the Department is quick to adopt any improvement that seems practicable. Accordingly, during the year a special form of receipt was provided to be given for money handed the carriers for the purchase of money orders. Before the introduction of this form carriers simply accepted the application filled out by the patron and the money and fee, but gave no receipt for them. The new receipt blank has proved not only a great convenience to the carrier in the performance of his duties, but has placed the service on a more business-like basis. The people are quick to take advantage of every postal facility the Department sees fit to extend them.



RURAL CARRIER NO. 1, CHARLESTON, MO.



LIGHT EQUIPMENT FOR RURAL DELIVERY, LOS GATOS, CAL.

76. VIII
ABROGATIO

This is shown by the fact that during the fiscal year just ended 175,744 money orders were issued through rural carriers.

It is interesting to note that a large proportion of the money orders thus issued represents small amounts, of which a great number would in all probability have been sent by ordinary mail if the money-order system had not been brought within easy reach of the people through the medium of rural free delivery.

It is seen then that the effect of the money-order system on rural routes is twofold: First, it insures to the patron the safe transmission and payment of the money he desires to send, and, secondly, it decreases the number of valuable letters consigned to the ordinary mail and thus lessens the opportunity for theft. When it is considered that only 31,536 of our 75,000 post-offices are money-order offices it is quite apparent that to-day thousands of people are practically denied the advantages of the money-order system, and will be until rural free delivery becomes universal. Every rural free delivery office is necessarily a money-order office, and the rule requiring rural carriers to accept applications for money orders en route makes the money-order system coextensive with the rural free delivery service.

Recently arrangements were made with the Bureau of the Third Assistant Postmaster-General to supply stamped envelopes to rural free delivery offices, with a return request especially gotten up for the use of patrons on rural routes, the form being as follows:

After _____ days return to _____, Rural Free Delivery Route No. _____; P. O., _____; State, _____.

Although these envelopes have only been furnished during the past two or three months, reports indicate that their use is very popular and rapidly increasing in rural communities. Envelopes of this kind prove a great help to the service in that they not only supply the addressee the correct address of the sender, but in case of a failure of delivery for any cause insure prompt return to writer of a large number of communications which otherwise would find their way into the Dead-Letter Office. The steadily increasing demand from rural communities for stamped envelopes can not help but have a very material effect upon the revenues of the service, especially when rural free delivery becomes universal.

It was not until the introduction of the free-delivery service in Carroll County, Md., that a letter was ever registered outside of a post-office. The first registering of letters by letter carriers in city or rural service took place in Carroll County on December 20, 1899, and on March 1, 1900, the system was extended to all other rural free delivery routes. During the year 1901 49,839 letters were registered by rural letter carriers. A great many of these, no doubt, would have been sent by ordinary mail if the rural carriers had not been prepared to register letters when presented to them by the patrons of their routes.

While the records show that this service is not as generously patronized on rural routes as the money-order system, reports since July 1 indicate a steady increase in the number of letters registered monthly. The preference of rural patrons for the money-order system may be explained, I think, by the fact that a majority of money orders obtained through rural carriers represent small amounts for which the lowest

fee of 3 cents is exacted. This fee, together with the 2-cent stamp for postage, makes the cost of sending a small amount less than if the same were sent by registered letter, which requires an 8-cent stamp in addition to the 2-cent postage. Patrons desiring to send amounts of less than \$5 soon learn that it is cheaper by one-half to purchase a money order than to send the money by registered mail.

RURAL FREE DELIVERY AND WEATHER FORECASTS.

During the past year the Department, cooperating with the United States Weather Bureau, has taken steps to provide for the delivery of weather forecasts wherever the information can reach the post-office in time for the preparation of the cards before the carriers leave for their routes. Rural carriers are required to start on their trips as soon as possible after the arrival of the principal or most important mail before noon and to return to the post-office in time to dispatch their collections on the same day. The primary objects of the rural free-delivery service are prompt delivery and early dispatch of mail. To delay or prevent either for the sake of providing weather forecasts would prove detrimental to the service.

The daily observations are taken by the United States Weather Bureau about 8 o'clock in the morning, so that it is impossible for that Bureau to gather the information from its many signal stations and telegraph it to the postmasters before 10 or half past 10 o'clock. Therefore at present only those carriers are supplied with forecast cards who are detained at the office until after that hour on account of train schedules.

An investigation made in July last disclosed the fact that about 1,000 of the 4,300 rural carriers then employed were held at the post-offices until half past 10 or 11 o'clock.

This Department has learned, however, that it is the intention of the Weather Bureau to devise some plan by which it may be possible in the near future to provide the other offices with information based upon observations taken during the evening or night before. Such a plan in operation to-day would enable the Department to deliver the daily weather forecasts to about 600,000 farm families.

The chief of the Weather Bureau has suggested a system of display signals to be attached to the side of rural mail wagons, but it is very doubtful if such a system could be applied at this time. Rural carriers are not required to provide uniform wagons. Some use carts, some buggies, and some of the more progressive class buy well made and especially equipped wagons. Of course, under these conditions, with different styles of vehicles, a uniform display device could not be handled. But I see no reason why a rural carrier could not carry an appropriate flag or pennant. This would prove more efficient than a display device on the side of the wagon, because it could be seen at a distance. Farmers in the field could know from a glance at the passing mail wagon what the weather probabilities are.

It is sure that the earnest cooperation of the Weather Bureau with this Department will produce good results, so that the day is not far distant when the daily weather forecasts will be as generally distributed throughout farming communities as they are in the cities.

STATISTICS.

During the year the special agents completed 3,037 routes, so that on July 1, 1901, including service established on that date, 4,301 routes were in operation. The work of the current year will provide for as many more routes, bringing the total up to 8,600 on July 1, 1902. On December 2, 1901, 6,009 will be in existence. (For complete list of rural free-delivery offices, including those to be established December 2, 1901, see Appendix. Tables D and E.)

The number of pieces of mail of all kinds handled during the year was 151,259,160; 175,744 money orders were issued on applications received by rural carriers, and 49,839 letters registered en route.

Four thousand three hundred and one carriers traveled daily an aggregate of 100,299 miles of road, or an average of 23.32 miles per carrier. The total area covered by these routes includes 116,960 square miles, or an average of 27.2 square miles per route. This equals the land area of the New England States, New York, and New Jersey combined.

The cost of maintaining a route for the first year is about \$512, including salary of carrier and incidental expenses. At this rate the cost per square mile of territory served is about \$18.50. On July 1, 1901, the force of 4,301 rural carriers was serving 2,840,644 people at a fraction over 75 cents per capita, and by December 2 of this year 4,000,000 of our rural population will be enjoying a free delivery of mail.

DISCONTINUANCE OF STAR ROUTES.

In every State into which rural free delivery has been extended during the period covered by this report it has been found practicable to discontinue some star route or mail messenger service. With the cooperation of the honorable Second Assistant Postmaster-General these discontinuances have been ordered into effect.

Between November 15, 1900, and November 15, 1901, 1,032 star routes and messenger services were discontinued. These services if maintained, would require a total annual expenditure, under the terms of the contracts entered into, of \$174,404.41. The greater part of this amount, less the month's advance pay which is given the star-route contractors when their contracts are abrogated, has been saved to the contract division of the office of the Second Assistant Postmaster-General, and the cost of maintaining the service has been assumed by rural free delivery.

The total saving in the star-route service superseded by rural free delivery, within the twelve months, summarized by States, is as follows:

State.	Number discontinued.	Compensation.	State.	Number discontinued.	Compensation.
Alabama	13	\$2,893.07	Illinois.....	66	\$10,487.77
Arkansas.....	2	154.00	Iowa.....	87	14,177.55
California.....	4	602.00	Idaho.....	1	239.00
Colorado.....	4	731.20	Kansas.....	39	5,379.06
Connecticut.....	23	4,649.92	Maryland.....	48	8,731.17
Delaware.....	1	75.00	Massachusetts.....	5	1,103.00
Georgia.....	46	4,888.06	Maine.....	20	4,281.26
Indiana.....	77	11,806.46	Michigan.....	64	10,622.22

State.	Number discontinued.	Compensation.	State.	Number discontinued.	Compensation.
Mississippi.....	1	\$49.00	South Carolina.....	14	\$1,831.21
Minnesota.....	37	5,646.87	South Dakota.....	5	736.43
Missouri.....	74	12,125.10	Tennessee.....	47	5,423.33
North Carolina.....	2	421.00	Texas.....	34	4,438.01
Nebraska.....	13	3,083.30	Utah.....	2	337.00
New Jersey.....	7	812.40	Vermont.....	11	1,566.92
New York.....	78	14,725.92	Virginia.....	8	1,034.30
New Hampshire.....	6	789.77	Washington.....	1	427.88
Ohio.....	90	12,911.24	West Virginia.....	7	1,271.99
Oregon.....	1	309.88	Wisconsin.....	19	8,559.47
Oklahoma.....	1	180.00			
Pennsylvania.....	72	13,912.55	Total.....		173,404.41
Rhode Island.....	1	200.00			

FOURTH-CLASS POST-OFFICES DISCONTINUED.

The fourth-class post-offices discontinued within the same period as the star routes above referred to, viz, from November 15, 1900, to November 15, 1901, effect a total saving to the Department of \$120,221.43. These post-offices have been discontinued by orders issued by the honorable Fourth Assistant Postmaster-General because the service heretofore rendered by them is now performed by rural free-delivery carriers.

A summary of the total number of post-offices discontinued in each State is annexed.

State.	Number of offices.	Compensation.	State.	Number of offices.	Compensation.
Alabama.....	29	\$962.58	New Jersey.....	10	\$700.75
Arkansas.....	2	105.13	New Hampshire.....	15	1,034.58
California.....	8	965.28	New York.....	136	10,641.95
Colorado.....	3	1,115.17	North Carolina.....	2	178.91
Connecticut.....	41	5,169.57	Ohio.....	154	13,763.21
Delaware.....	1	29.37	Oklahoma.....	1	47.07
Georgia.....	101	2,872.48	Oregon.....	10	765.11
Indiana.....	113	6,667.58	Pennsylvania.....	160	13,261.18
Illinois.....	64	4,436.85	Rhode Island.....	3	115.06
Iowa.....	95	6,305.08	South Carolina.....	56	1,812.46
Idaho.....	3	409.16	South Dakota.....	9	273.19
Kansas.....	70	3,587.88	Tennessee.....	154	5,937.62
Kentucky.....	4	306.96	Texas.....	38	1,136.73
Louisiana.....	2	79.58	Utah.....	2	242.54
Maine.....	45	3,958.47	Vermont.....	20	2,052.89
Maryland.....	72	6,968.83	Virginia.....	21	1,066.08
Massachusetts.....	8	2,080.26	Washington.....	7	1,375.57
Michigan.....	77	4,962.23	West Virginia.....	12	873.01
Minnesota.....	50	3,193.28	Wisconsin.....	93	5,064.17
Missouri.....	82	4,514.32	Wyoming.....	1	41.16
Mississippi.....	1	6.53			
Montana.....	2	89.90	Total.....		120,221.43
Nebraska.....	20	1,672.75			

INCREASE OF MAIL HANDLED.

Every establishment of service is promptly followed by a phenomenal increase from month to month in the number of pieces of mail delivered and collected by the carrier, and it is remarkable that the increase does not cease after the first few months, but continues with regularity and without any appreciable decrease of rate.

This may be clearly shown by the statement made up from the records of 24 of the post-offices at which rural free delivery was originally established in 1896. (See Appendix, Table E.) The statement includes the years 1900 and 1901. In 1900 the carriers at those

offices delivered 1,607,972 pieces of all classes of mail, and collected 250,719 pieces. In 1901 the same carriers delivered 1,934,237 pieces and collected 305,578 pieces, showing in the number delivered an increase of 326,265 pieces, or 20.16 per cent, and in the number collected an increase of 54,859 pieces, or 27½ per cent.

It must be borne in mind that this remarkable showing is made by offices where the service has been in operation for four or five years, so that the increase for the year 1901 does not represent a "spurt" such as follows the introduction of the service.

The next statement is made up from the records of the Carroll County service, and is for corresponding periods of six months each in the years 1900 and 1901. (See Appendix, Table F.) During the first period the number of pieces delivered reached 780,315 and the pieces collected 218,240, while in the second period the deliveries increased to 1,173,425 and the collections to 308,006. This shows an increase of 393,110 in the number of pieces delivered, or 50.33 per cent, and 89,766 in the number of pieces collected, or 41 per cent. This wonderful record is due to the county system, in operation there for the past eighteen months, which permits of the development of an ideal rural service freely patronized by the people.

Another statement is made up from the records of 50 rural free delivery offices at which no additional services have been established during the years 1900 and 1901. (See Appendix, Table G.) The summary shows that in 1900 the deliveries aggregated 3,110,640 pieces and the collections 471,495. In 1901 the same offices delivered 4,033,501 and collected 603,244 pieces. The increase in the number of pieces of mail delivered was 922,861, or 29½ per cent, and of mail collected 131,749, or 28 per cent.

At many points the increase is almost beyond belief. A statement has just been received from the post-office at Owosso, Mich., to the effect that during the month of October just past carriers 1 and 2 delivered 28,560 and collected 1,772 pieces of mail. The same carriers during the corresponding month last year delivered 10,392 pieces and collected 1,131 pieces—an increase of 175 per cent in the number of pieces delivered and 56 per cent in the number collected.

An important feature disclosed by the foregoing statements is the comparatively large increase in the number of pieces of mail collected from rural routes. This means much more than the larger percentage of increase of mail delivered. The latter includes large numbers of newspapers and periodicals which are mailed at the rate of 1 cent a pound, and on which, it has been repeatedly shown, the service reaps no financial gain. But the collections from rural routes are made up almost entirely of letters and postal cards, first-class matter, from which the postal service derives the bulk of its revenues. The farmer seldom mails a newspaper, and when he does pays postage on it at the rate of 4 cents per pound; he never has occasion to send circulars. His mail usually bears the 2-cent stamp.

Rural free delivery stimulates letter writing. The letter box erected along the rural route is a standing invitation to the farmer to write letters. He does not now hesitate to write, because he knows the letter will be called for at the farm gate and its answer eventually delivered to him at the same spot.

The comparative statements included in this paragraph will suffice, I think, to satisfy the most skeptical that the people are quick to make

use of the facilities brought to them through the medium of rural free delivery, and that their appreciation and gratitude for the service are abundantly shown by the liberal manner in which they patronize the service.

EFFECT OF RURAL FREE DELIVERY ON POSTAL REVENUES.

It is not possible to make an exact estimate or statement of the increase of revenues caused by the rural free-delivery service as it is now distributed throughout the country, but a fair understanding of its effect upon the revenues may be obtained by a study of the results produced in counties and localities enjoying a complete rural service. Carroll County, Md., has had a satisfactory rural free-delivery service in operation for about eighteen months. The aggregate revenues of the first three quarters after the service was fully adjusted were \$20,489.19, and of the succeeding three quarters, ending September 30, 1901, \$22,553.46, an increase of \$2,064.27, or a fraction over 10 per cent.

On account of the more recent date of the introduction of rural free delivery in Washington County, Tenn., it is only possible to make a comparison between two periods of six months each. The revenues of this county for the six months just preceding the establishment of rural free delivery were \$6,810.25, and for the first six months under the new service \$7,312.12, an increase of \$502.87, or 7.4 per cent.

In Table I of the appendix will be found a statement showing separately the postal revenues for three years of 35 post-offices with rural free delivery and 35 post-offices without rural free delivery, the towns or villages in each class having about the same population. This statement shows gratifying results in favor of the offices having rural free delivery, where the percentage of increase of 1900 over 1899 was 10.3 per cent and that of 1901 over 1900 is 11 per cent. On the other hand, the increase in the 35 towns without rural free delivery was 4.7 per cent for the year 1900 over 1899 and 4.6 per cent for 1901 over 1900.

Frederick County, Md., until recently has had no rural free delivery. Excepting the free-delivery office at Frederick City, the gross revenues of that county for 1900 were \$20,984.33. In 1901 the same county yielded a revenue of \$21,263.88, an increase of but 1.33 per cent. This county adjoins Carroll County, in which it has just been shown the increase in the revenues since the establishment of rural free delivery has been 10 per cent.

An analysis of the gross postal revenues of the United States for the year 1901, which were \$111,631,193.39, shows that \$74,295,394.47 came from 866 free-delivery cities. The remaining 3,600 Presidential offices yielded \$16,063,251.81, while the 72,479 fourth-class offices produced \$18,913,519.21. These amounts show an increase over the preceding year as follows:

Free-delivery offices.....	\$7,519,490.81, or 11.11 per cent
Presidential offices (non-free delivery).....	552,265.58, or 3.56 per cent
All fourth-class offices.....	405,678.46, or 2.19 per cent

It is not surprising that two-thirds of the postal receipts come from the free-delivery cities, in which are concentrated 30,000,000 of our population, and which include the great industrial centers and marts



RURAL SERVICE IN NORWICH, CONN.



RURAL ROUGH RIDER IN BINGHAM CANYON, UTAH.

70. 1980
Abandonado



A NEST OF RURAL BOXES AT MANCHESTER, N. H.



MODEL EQUIPMENT AT BLUFFTON, IND.

70 .YB11
AIRPORT LIAISON

PLATE IX.



RURAL DELIVERY, SOLDIERS' ORPHANS' INDUSTRIAL SCHOOL, SCOTLAND, PA.

A 4x4 grid of dots. The first column contains 4 dots, the second column contains 4 dots, the third column contains 4 dots, and the fourth column contains 4 dots. The dots are arranged to form the letters 'E' and 'S'.



A TROLLEY RURAL BOX AT DELAWARE, OHIO.

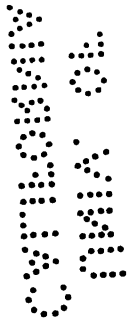
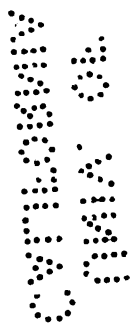


PLATE XI.



RURAL FREE DELIVERY IN TEXAS.

82



of trade, leaving the other third to be made up by non-free-delivery and fourth-class offices in rural districts, among which are distributed the other 48,000,000 of the population. But why the annual percentage of increase in the revenues of the free-delivery offices should be three times greater than it is in the smaller cities and five times as large as that of the fourth-class offices requires explanation. This is found in the fact that the postal service of our large cities is practically perfect. Numerous house-to-house deliveries and frequent collections of mail are provided daily. Modern means of transportation are supplied regardless of cost. In short, the postal facilities are not only manifold and adequate, but the people are given ample opportunity to use them, and they use them more and more every year. On the other hand, the smaller cities are without free delivery and lack the facilities that stimulate the use of the mails. Therefore the increase in the revenues of this class of offices is correspondingly small. In strictly rural communities (except where rural free delivery is established) the postal service is still more deficient, and the patrons for whom it is provided are too remote from the post-offices to take advantage of the meager facilities except when some urgent necessity compels them to do so; hence the comparatively low rate of increase in fourth-class offices. It is safe to say that in rural communities it does not exceed 2 per cent annually. Frederick County, Md., demonstrates by actual figures that it is but 1.33 per cent.

These unsatisfactory conditions disappear as rural free delivery, with its attending benefits, reaches out into the country, giving the people equal postal facilities without regard to locality, which has the effect of increasing the revenues at a rate at least equal to that maintained in the free-delivery cities, where during the past five years it has averaged 8 per cent. It may then be reasonably claimed that a general extension of rural free delivery will increase the postal revenues from year to year at such a rate that eventually the service will become self-sustaining. This is no more than was claimed by the friends of free delivery in 1863, when the introduction of that service in our large cities was opposed by those who saw in it a senseless expenditure which would entail upon the future revenues of the service a burden which it was feared they could not bear.

POSTAL MONEY-ORDER SYSTEM.

Attention is called to the following report of the operations of the postal money-order system of the United States for the fiscal year ended June 30, 1901.

In the report for the fiscal year ended June 30, 1900, the following statement was made:

It is apparent that if for the next two years the business of the system shall increase in volume corresponding with that of the past year its receipts will reach \$1,000,000 per day. They are now about \$864,000.

That this prediction will be verified the facts hereinafter presented give ample evidence. The average daily sales for the past fiscal year (reckoning 305 working days), fees included, were \$973,814.

The phenomenal growth of the business may be illustrated by comparison of its aggregate transactions for several years past, and a table

is appended showing the amounts of the orders issued since July 1, 1894:

Amounts of the orders issued for seven years.

Year ended June 30—	Domestic issued.	International issued.	Aggregate issued.	Aggregate increase over preceding year.
1895	\$156,709,089.77	\$12,906,485.67	\$169,615,575.44	\$4,380,446.09
1896	172,100,649.02	13,852,615.74	185,953,264.76	a 16,337,689.32
1897	174,482,676.94	13,588,379.33	188,071,056.27	2,117,791.51
1898	191,854,121.63	13,239,769.27	204,593,890.90	16,522,834.63
1899	211,213,592.84	13,744,770.37	224,958,363.21	20,364,472.81
1900	238,921,009.67	16,749,018.31	255,670,027.98	30,711,664.77
1901	274,546,067.34	20,072,613.65	294,618,680.99	38,948,653.01

a To the fact that the issue of postal notes had been discontinued is attributable the increase in issue of money orders in 1896-96.

It is of especial interest to note that the increase last year (\$39,000,000) was almost double that of the year ended June 30, 1899 (\$20,000,000), which was then nearly double the greatest increase during any year prior to 1890 since the establishment of the system.

TRANSACTIONS IN DETAIL FOR THE FISCAL YEAR.

GENERAL RECEIPTS AND EXPENDITURES,

Being the aggregate transactions of the system for the fiscal year.

GENERAL RECEIPTS.

Balance due the Department from postmasters at commencement of the fiscal year, July 1, 1900	\$5,507,956.38
For domestic orders issued	274,546,067.34
Certificates of deposit issued by depositories for surplus funds received from postmasters	246,019,466.61
Drafts drawn by postmasters on the postmaster at New York against credits granted by the Department	20,927,594.71
International orders issued for payment abroad	20,072,613.65
Drafts drawn by Postmaster-General, on assistant treasurer at New York, against the general money-order disbursing account	18,358,370.34
Transferred from postal account (borrowed by the system)	3,738,419.05
Fees received for domestic orders issued	2,145,085.73
Bills of exchange received from foreign countries in payment of balances due the system	1,043,787.36
War tax on domestic orders issued	710,186.60
Fees received for international orders issued	249,365.92
Balances due to postmasters, being overpayments, etc., remaining to their credit June 30, 1901	5,823.29
Gain—miscellaneous incidental receipts	2,129.37
Total receipts	593,326,866.35

GENERAL EXPENDITURES.

For domestic orders paid	\$273,582,258.02
Certificates of deposit issued, being the amount for which credit taken by remitting postmasters	246,041,756.07
Drafts drawn by other postmasters on postmaster at New York, and paid by him	20,540,084.83
Bills of exchange payable to foreign postal administrations, purchased by postmaster at New York, in payment of balances due foreign countries	13,321,590.83
Deposited with assistant treasurer at Chicago, by postmaster at Chicago, to credit of general money-order disbursing account ..	9,856,000.00

For domestic orders paid—Continued.

Deposited with assistant treasurer at New York, by postmaster at New York, to the credit of the general money-order disbursing account.....	\$8,738,994.84
International orders, issued abroad, paid in United States.....	7,972,453.70
Transferred from money-order to postal account, being refund of sum borrowed by system.....	3,669,039.76
Gross revenue from money-order business, deposited to credit of Post-Office Department.....	1,572,622.32
Commissions paid postmasters at offices of third and fourth classes for issue of orders.....	704,667.84
War tax on domestic orders, collected by system and deposited at Baltimore to credit of Internal-Revenue service.....	680,487.64
International orders drawn on foreign countries, repaid to remitters, amounts refunded by countries drawn on.....	52,689.28
Losses from embezzlements, bad debts, etc., occurring in prior years, and from casualties.....	15,016.89
Due to postmasters July 1, 1900.....	3,196.67
Balance in hands of postmasters July 1, 1901, being in the form of "reserves," remittances of funds in transit, and available cash for transaction of current business.....	6,576,007.66
Total expenditures.....	593,326,866.35

GROSS EARNINGS AND DISBURSEMENTS,

Being the earnings of and expenses incurred in operation of the system for the fiscal year.

GROSS RECEIPTS—GROSS REVENUE.

Domestic:	
Amount received for fees on orders issued.....	\$2,145,085.73
Miscellaneous receipts ¹	2,129.37
	\$2,147,215.10
International:	
Amount received for fees on orders issued.....	249,365.92
Net gain on exchange ²	50,273.23
	299,639.15
Total gross receipts.....	2,446,854.25

GROSS DISBURSEMENTS—EXPENSES (EXCLUSIVE OF APPROPRIATIONS).

Domestic:	
Allowed postmasters at offices of the third and fourth classes for commissions on the orders issued by them ³	700,755.63
Allowances for funds lost through casualties (fire and robbery) incidental to the service ⁴	13,724.44
Losses from balances due from postmasters on accounts accruing during previous years, and, being uncollectible, charged as losses.....	1,292.45
	715,772.52
International:	
Paid foreign countries commissions on orders drawn on such countries in excess of the commissions paid the United States by them ⁵	58,462.50

¹ Sales of waste paper, reimbursement by bankers of cost of cablegrams, interest from cases in suit, amounts recovered heretofore charged to loss, etc.

² Difference between respective amounts received for international orders and cost of bills of exchange purchased for payment of the aggregate thereof in foreign countries due to the fluctuating market in exchange.

³ Three cents for each order issued is the compensation for all services rendered at these offices.

⁴ Allowances made by Assistant Attorney-General.

⁵ Difference between amount earned by foreign countries for services in payment of orders issued in the United States and the amount earned by the United States for like services. Each receives one-half of 1 per cent on amounts of the orders.

International—Continued.

Allowed postmasters at offices of the third and fourth classes for commissions on the orders issued by them ¹	\$3, 912. 21	
Incidental expenses (cost of cablegrams from the United Kingdom, reporting payment of bills of exchange)	47. 73	\$62, 422. 44
Total gross disbursements		778, 194. 96

REVENUE ACCOUNT.

The gross and net revenue of the system and its gross earnings for the fiscal year are shown below:

Gross revenue:		
Gross receipts	\$2, 446, 854. 25	
Gross disbursements	778, 194. 96	
		<u>1, 668, 659. 29</u>
Net revenue:		
Domestic	\$1, 431, 442. 58	
International	237, 216. 71	
Net revenue, being the earnings of the system		1, 668, 659. 29
Earnings of the previous fiscal year		1, 455, 145. 85
Increased earnings of present fiscal year		<u>213, 513. 44</u>

NET EARNINGS.

The net earnings of the system are ascertained by deducting from the foregoing net revenue, namely	1, 668, 659. 29
The expenditures under appropriations see page 70	118, 603. 43
Hence the net earnings are	<u>1, 550, 055. 86</u>

NOTE.—To ascertain, however, the actual earnings of the system, there should be deducted from the above (net) amount the indefinite aggregate sum expended during the year for clerk hire at the post-offices of the first and second classes, for clerk hire in the offices of the Department, proportionate cost of rent, carriage of correspondence, etc.

ASSETS AND LIABILITIES.

Assets of the system and its liabilities June 30, 1901.

ASSETS—RESOURCES.

Cash in subtreasury to the credit of the disbursing account of the money-order system:	
At New York	\$2, 978, 614. 84
At Chicago	458, 000. 00
Balances due from postmasters, being cash in their hands, and represented by reserves, or sums in transit to depositories on June 30 ...	6, 576, 007. 66
Total assets	<u>10, 012, 622. 50</u>

¹ Three cents for each order issued is the compensation for all services rendered at these offices.

LIABILITIES—OBLIGATIONS.

Outstanding domestic orders (deducting deposits made prior to June 30, 1901, on account of unclaimed orders ¹)	\$4,067,703.72
Outstanding international orders, outstanding postal notes, balances on unadjusted international accounts, and difference between certificates of deposit issued and certificates for which credit is taken....	2,790,546.98
Due postal account, amount of transfers for two quarters ended June 30, 1901 ²	1,940,954.54
Due Department, revenue for March and June quarters ³	834,215.61
Due internal revenue, war tax for March and June quarters ⁴	373,378.36
Due postmasters June 30, 1901, being amounts overpaid, balances on commissions, etc.	5,823.29
Total liabilities	10,012,622.50

OFFICES IN OPERATION AND DISCONTINUED.

The number of post-offices transacting money-order business at the close of the fiscal year, the number of offices at which money-order business was established, and the number discontinued as money-order offices during that period are as follows:

Domestic:	
Number of offices in operation June 30, 1901	30,529
Number established during the year	1,302
Number discontinued	422
Net increase	880
International:	
Number of offices in operation June 30, 1901	4,132
Number established during the year	366
Number discontinued	16
Net increase	350

The number of offices in operation on October 1 was:

Domestic	31,285
International	4,264

The policy of the Department in extending its rural free-delivery service tends to decrease the number of money-order offices because of consolidation of the smaller offices; hence the number of money-order offices discontinued was greater than usual, although the money-order service is not materially curtailed thereby.

Issues and payments of orders—number and amount.

ISSUES—NUMBER.

Domestic—number of orders issued	35,586,379
International—number of orders issued	1,247,888
Total number of orders issued	36,834,267

ISSUES—AMOUNTS.

Domestic—total amount of the orders issued	\$274,546,067.34
International—total amount of the orders issued	20,072,613.65
Aggregate amount of the orders issued	294,618,680.99

¹ See explanation, "Unclaimed and invalid orders," page 71.

² For date of settlements see page 64.

³ For date of settlements see page 69.

⁴ For date of settlements see page 63.

PAYMENTS—NUMBER.

Domestic—number of orders paid and repaid.....	\$35,433,687
International—number of orders paid.....	492,408
Aggregate number of orders paid.....	35,926,095

PAYMENTS—AMOUNTS.

Domestic—total amount of the orders paid.....	\$273,582,258.02
International—total amount of the orders paid.....	7,972,453.70
Aggregate amount of the orders paid.....	281,554,711.72

Excess—outstanding orders at close of year.

Domestic:		
Number issued, 35,586,379; paid, 35,433,687; excess.....		152,692
Amount issued, \$274,546,067.34; payments, \$273,582,258.02; excess.....		\$963,809.32
International:		
Number issued in United States payable abroad	1,247,888	
Number certified to foreign countries	1,247,851	
		37
Number certified from foreign countries.....	498,559	
Number paid in United States up to June 30.....	492,408	
		6,151
Amount issued in United States payable abroad	\$20,072,613.65	
Amount certified to foreign countries	20,023,738.59	
		48,875.06
In process of certification		
Amount certified from foreign countries.....	8,068,752.20	
Amount paid in United States up to June 30.....	7,972,453.70	
		96,298.50
In process of payment		

Fees received.

Domestic—for the issue of orders.....	\$2,145,085.73
International—for the issue of orders	249,365.92
Total fees received.....	2,394,451.65

Comparison of business for fiscal year ended June 30, 1901, with that for fiscal year ended June 30, 1900.

	Number or amount of increase.	Per cent of increase.
DOMESTIC.		
Increase in number of orders issued.....	3,525,396	11
Increase in amount of orders issued.....	\$35,625,057.67	14.9
Increase in total amount of fees received for orders issued.....	\$230,378.21	
INTERNATIONAL.		
Increase in number of orders issued in United States	145,821	13.2
Increase in amount of orders issued in United States.....	\$3,323,596.34	19.8
Increase in total amount of fees received for orders issued.....	\$39,309.86	
AGGREGATE.		
Increase in aggregate number of orders issued	3,671,217	11.07
Increase in aggregate amount of orders issued	\$38,948,653.01	15.2
Increase in aggregate number of orders paid.....	3,458,314	10.6
Increase in aggregate amount of orders paid.....	\$32,434,425.30	13
Increase in aggregate amount of fees received	\$269,683.07	12.7

Averages.

	Amount.	Increase.
Domestic:		<i>Cents.</i>
Average amount of each order issued, 1901.....	\$7. 71	.26
Average amount of each order issued, 1900.....	7. 45	
Average fee for each order issued, 1901.....	.0602	.06
Average fee for each order issued, 1900.....	.0596	
International:		
Average amount of each order issued, 1901.....	16. 08	.89
Average amount of each order issued, 1900.....	15. 19	
Average fee for each order issued, 1901.....	.1998	.92
Average fee for each order issued, 1900.....	.1906	

AGGREGATE ISSUE OF ORDERS.

Since its organization this system has transacted an aggregate business of the amount stated below:

Period.	Kind of order.	Number issued.	Amount of issues.
1864 to June 30, 1901.....	Domestic.....	386, 507, 755	\$3, 890, 672, 777. 59
1870 to June 30, 1901.....	International.....	17, 853, 176	269, 569, 882. 43
1884 to June 30, 1894.....	Postal notes.....	70, 294, 173	126, 474, 027. 15
Total.....		474, 445, 104	4, 286, 736, 687. 17

WAR TAX ON DOMESTIC ORDERS.

The act "providing ways and means to meet war expenditures," approved June 13, 1898, required the collection of a war tax of 2 cents on each domestic order issued, and such collection began July 1, 1898. Since that time the system has collected for and paid to the Internal-Revenue Service \$1,931,140.86, as follows:

Collected for quarter ended—	Amount collected.	Date paid.
September 30, 1900.....	\$139, 300. 10	January 7, 1901.
December 31, 1900.....	192, 521. 02	April 1, 1901.
March 31, 1901.....	197, 775. 30	July 6, 1901.
June 30, 1901.....	175, 608. 06	October 4, 1901.
Total collected for the fiscal year.....	705, 199. 48	
Collected for fiscal year ended June 30, 1899.....	579, 885. 90	
Collected for fiscal year ended June 30, 1900.....	646, 055. 48	
Aggregate amount collected.....	1, 931, 140. 86	

Settlement of this account was made, under the direction of the Commissioner of Internal Revenue, by depositing the sum certified by the Auditor, as above shown, with the collector of internal revenue at Baltimore, Md., through the account of the postmaster at Baltimore. No expense attached to the collection of the war tax.

The act of June 13 having been repealed, in effect June 30, 1901, the collection of this tax ceased with the close of the fiscal year.

A discrepancy between the actual amount deposited and the amount as represented by multiplying 2 cents by the total number of orders

issued is explained by the fact that the provisions of the law were not made applicable to Porto Rico; hence no tax was charged or paid for the orders drawn in that territory.

TRANSFERS.

Since the orders drawn on many offices exceed in amount, at times and at uncertain intervals, the available money-order funds of such offices, it is a rule of the Department that in such event the postmaster shall avail himself temporarily of the use of the funds accruing from the sale of stamps; in other words, having public funds in his possession, he shall use these funds in payment of orders. The process is called a "transfer," and is merely a bookkeeping debit entry in the money-order account and a like credit entry in the postal account. The system is, therefore, in one sense, a large borrower from the Department proper; but, on the other hand, the transfer, being equivalent to a deposit of postal funds, aids materially in the early collection of balances due on postal account, and substantially places in the Treasury large amounts of funds as they accrue from the sale of stamps.

The available postal funds are at times inadequate at certain offices to meet the disbursements required for general postal purposes, in which event the postmaster, if he have surplus money-order funds, "transfers" the necessary sum from that account to the postal account.

After the close of each quarter, the Auditor having duly ascertained and certified the amount transferred to and from money-order account, the Postmaster-General's check for the difference is drawn against the money-order disbursing account of the assistant treasurer at New York, and the proceeds in due course are turned over to the Treasury and placed to the credit of the general account of the Department.

The amounts thus transferred during the fiscal year are shown in the following statement, together with the dates when settlements were made:

For the quarter ended—	Transferred to money-order account.	Transferred from money-order account.	Difference due postal account.	Date when deposit made to credit of Post-Office Department.
September 30, 1900.....	\$742, 292. 92	\$52, 289. 74	\$690, 003. 18	January 7, 1901.
December 31, 1900.....	990, 124. 92	84, 442. 97	955, 681. 95	April 1, 1901.
March 31, 1901.....	1, 039, 962. 05	26, 194. 50	1, 013, 767. 55	July 6, 1901.
June 30, 1901.....	966, 039. 16	38, 852. 17	927, 186. 99	October 4, 1901.
Total.....	3, 738, 419. 05	151, 779. 38	3, 586, 639. 67	

The aggregate sum transferred from postal account, which ordinarily increases from year to year, was less last year than during the preceding year.

RESERVES.

The money-order advice is for a twofold purpose—to prevent the payment of "raised" amounts, and to "advise" the postmaster upon whom the corresponding order is drawn that demand for payment will likely be made; it is, therefore, a notification to him to provide funds necessary to honor the order. The amounts he may be called upon to

pay are indefinite, and vary so greatly that, to obviate possible delay which might otherwise occur, the Department authorizes at the offices where the business thus fluctuates the retention of a certain sum in readiness for such demands. This is termed a "reserve," which is increased or decreased as occasion requires. The amounts range from the minimum of \$25 to the maximum of \$300,000. In probably three-fourths of the cases it is fixed at \$50.

Ten offices require each a reserve of, or in excess of, \$15,000, as follows:

New York	\$300,000	San Juan	\$30,000
Chicago	200,000	New Orleans	15,000
Philadelphia	200,000	St. Louis	15,000
San Francisco	50,000	Cincinnati	15,000
Boston	50,000	Akron	15,000

As the business of the system enlarges the aggregate of the reserves necessarily increases. During the fiscal year this increase was about \$250,000, and the condition of the account on June 30 was as follows:

Number of offices at which reserves were authorized June 30	9,558
Number of offices to which reserves were granted during the year	1,920
Amount of reserves granted during the year	\$249,570
Amount of reserves in effect June 30—irrespective	\$2,028,970
Amount of reserves in effect June 30—fixed	\$353,500
Total reserves in effect June 30	\$2,382,470

It is contemplated to discontinue the designation of "fixed" and "irrespective" reserves, and to use only the general term "reserve," at the same time withdrawing the privilege now granted the smaller offices to withhold the amounts of unpaid advices. The effect of this change will be a considerable addition to the number of offices having reserves, but deposits of large sums will follow.

ACCOUNT WITH SUBTREASURIES AT NEW YORK AND CHICAGO.

The post-offices at New York and Chicago are substantially the depositories for the surplus funds of the system which accrue at the remaining 31,000 offices. Deducting the reserve of \$300,000 at the former, and \$200,000 at the latter, necessarily retained for the current transaction of business, each office deposits daily with its respective subtreasury the sum received in excess of disbursements. These deposits vary in amount, ranging from \$10,000 to \$150,000, and create the fund known as the "Disbursing account of the Postmaster-General, for the money-order system." Payments therefrom may be made solely upon the check of the Postmaster-General, and ordinarily these checks are drawn only for payment of balances due the Department proper (transfers, revenue, etc.), and to the order of the postmaster at New York, to enable him to purchase bills of exchange for remittances to foreign countries.

It is not the practice at present to draw checks against the balance at Chicago, but to transfer the accumulated funds thence to New York, generally when the amount reaches about \$1,000,000.

The detailed transactions with subtreasuries were as follows:

NEW YORK.

Balance in hands of treasurer July 1, 1900.....	\$2,428,745.77	
Deposits made with treasurer by postmaster at New York.....	18,988,994.84	
Transferred from Chicago.....	10,600,000.00	
		\$22,017,740.61
Drafts for current use.....	12,838,000.00	
Transfers, paid postal accounts.....	3,517,280.38	
Revenue paid Post-Office Department.....	1,572,622.32	
War tax, paid Internal-Revenue Service.....	680,487.64	
Deposited in Treasury for account unclaimed money orders.....	430,755.43	
Balance to credit Postmaster-General June 30.....	2,978,614.84	
		22,017,740.61

CHICAGO.

Balance in hands of treasurer July 1, 1900.....	1,202,000.00	
Deposits made with treasurer by postmaster at Chicago.....	9,856,000.00	
		11,058,000.00
Transferred to New York.....	10,600,000.00	
Balance to credit of Postmaster-General June 30.....	458,000.00	
		11,058,000.00

IMPROPER PAYMENT OF ORDERS.

This Department, regardful of the equitable rights of those who purchase its money orders, invites the prompt report of every case of alleged wrong payment, and cheerfully investigates such cases, and, that the integrity of its service may be attested, publishes in its annual reports a detailed statement covering such alleged irregularities. Such a statement for the fiscal year is appended. If a loss occurs which is justly chargeable to impropriety upon the part of its employees, they are required to make it good; otherwise the Department voluntarily sustains the loss, although no legal accountability attaches to it.

Result of investigation.	• Number of cases.	Amount involved.
Properly paid; no cause for complaint.....	95	\$1,914.18
Recovered from persons not entitled to payment.....	109	1,741.52
Charged to paying postmaster.....	87	742.05
Unfinished cases in process of adjustment.....	45	702.51
Loss sustained by the Department.....	5	108.00
Ascertained to have been fault of the remitter.....	2	160.00
Ascertained to have been fault of the payee.....	1	4.71
Charged to issuing postmaster.....	1	2.25
Total.....	345	5,375.22

¹The statement of general receipts and expenditures (page 59) shows the aggregate of these deposits \$8,738,994.84, being a difference in amount of \$250,000, due to the direct deposit in the subtreasury, by the assay office, of a quartermaster's check for \$250,000, October 23, 1900, when the same should have been deposited through the post-office. The amount was taken up and accounted for as a "Bill of exchange received from foreign countries," and was placed to the credit of Cuba.

At the close of the preceding fiscal year 53 cases remained unadjusted, and they were disposed of as follows:

Result of investigation.	Number of cases.	Amount involved.
Properly paid	21	\$586.08
Charged to paying postmaster	12	250.50
Recovered amount	12	146.10
Unfinished	6	118.79
Ascertained to have been fault of the payee	1	50.00
Loss sustained by the Department	1	64.45
Total	53	1,215.87

It is thus shown that covering a period of two years these cases were disposed of as follows:

Result of investigation.	Number of cases.	Amount involved.
Properly paid	116	\$2,500.21
Recovered amount	121	1,887.62
Charged to paying postmaster	99	992.55
Unfinished	51	821.30
Loss sustained by the Department	6	172.45
Fault of the remitter	2	160.00
Fault of the payee	2	54.71
Charged to issuing postmaster	1	2.25
Total	398	6,591.09

During these two years this system issued about 70,000,000 of orders, in value \$550,000,000, with a loss to the public service of no more than \$172—a result as gratifying as it is creditable to the employees of the money-order service.

DUPLICATE DOMESTIC ORDERS.

As the business expands, the issue of duplicates necessarily increases. Much time and thought have been devoted to various projects for reducing the number of duplicates, but with little success. When the original order is "lost" (and this vague term applies to nearly all the cases), the Department, if it intends that the payee shall receive the amount of the order (such payment being delayed through no fault of the payee), must issue a duplicate forthwith, else the beneficiary might have just cause for complaint. Ordinarily the duplicate is immediately drawn, the Department relying upon the certificates of the respective issuing and paying postmasters that payment of the original had not been and will not be made by them. It is not frequently the case that double payment is effected (that is, payment upon both the original and duplicate, notwithstanding the certificates), but in such event there is ordinarily no difficulty in recovering the amount from the recipient.

If, however, such recovery be not made, the postmaster at fault is held liable.

The issue of duplicates last year was as follows, being one duplicate to every 609 orders, or $\frac{1}{609}$ of 1 per cent:

Number of duplicates issued	58,519
Increase over preceding year	3,109

It should be added by way of explanation that, when by order of the Department an individual or concern is adjudged as transacting a business which is fraudulent in contemplation of law, the money orders thereafter drawn in favor of such fraudulent payee are not paid to him and therefore practically become void. Occasionally these orders are surrendered to the postal authorities, and repayment to the respective remitters is made upon the originals. In most cases the originals do not reach the Department, and necessarily duplicates are issued. Some years the duplicates drawn for this reason are considerable in number; hence it does not follow that all duplicates are drawn in lieu of lost originals.

LOSSES FROM CASUALTIES AND BAD DEBTS.

No loss of other than inconsiderable amount has occurred during the year, whether from casualty or defaulting official. Such losses are liable to occur at any time, but the service has been remarkably free from depleted revenues through these causes.

For allowances formally authorized, credit has been claimed in the accounts of postmasters, and uncollected balances have been dropped from the accounts, as follows:

For loss of funds by fire, burglary, in transit, etc.....	\$13,724.44
For bad debts—uncollected balances.....	1,292.45

Allowances for losses through casualties are made by the Assistant Attorney-General, and his action was favorable in cases concerning the following claims:

For loss by fire.....	\$1,225.29
For loss by burglary.....	10,551.38
For loss in transit.....	1,939.47
For loss by floods and storms.....	51.12
For loss by robbery and larceny.....	14.73
Total.....	13,781.99

Losses chargeable to "bad debts" account were covered in the fiscal year 1900 to amount of \$14,922.09, a decrease of \$13,629.64; to casualty account, \$11,661.37, an increase of \$2,120.62.

The aggregate losses were:

For fiscal year 1900.....	\$26,583.46
For fiscal year 1901.....	15,016.89
Decrease.....	11,566.57

STOLEN FORMS.

Since organization of the system it has been the practice to give notice to postmasters warning them against payment of orders drawn upon stolen forms; 348 such notices have been issued, and these have been unusually numerous during the past year. Fortunately no loss to the public service has ever occurred through use of these stolen blanks; but in the way of precaution postmasters are placed on guard through receipt of such information.

DRAFTS ON NEW YORK.

It is a matter of extreme difficulty, taxing the resources of the system and presenting many intricate and troublesome problems, to provide at some points funds for the payment of orders, covering unusual and exceptional cases. At many offices the business varies greatly in receipts and disbursements—the latter generally greater than the former in volume at the larger places. It would be imprudent to hold large sums in cash in anticipation of orders which might be presented; hence the object is attained by granting a standing credit at New York in amount fixed to meet the requirements of each office, against which drafts are drawn, such drafts being readily negotiated at par through the local banks. The minimum of such a credit is \$150, the maximum about \$10,000. For exceptional reasons credits to the amount of \$15,000 or more have been granted 20 offices, as follows:

Boston.....	\$50,000	Syracuse.....	\$20,000
Philadelphia.....	40,000	Guthrie.....	20,000
St. Louis.....	40,000	Hartford.....	18,000
Indianapolis.....	25,000	Floral Park.....	15,000
Washington.....	25,000	Brooklyn.....	15,000
Louisville.....	20,000	Cleveland.....	15,000
Topeka.....	20,000	Dayton.....	15,000
Baltimore.....	20,000	Springfield (Ohio).....	15,000
Port Huron.....	20,000	Allegheny.....	15,000
Cincinnati.....	20,000	Atlanta.....	15,000

The post-office at New York is the banking house for the system, and during the fiscal year it paid 60,399 drafts (4,316 more than last year), as follows:

Drafts drawn by other postmasters on postmaster at New York.....	\$20,927,594.71
Drafts paid by postmaster at New York.....	20,540,084.83

Outstanding, having been drawn prior to June 30 and cashed through local banks, but not presented for payment at New York up to June 30.....

387,509.88

The drafts drawn during the last fiscal year (1900) amounted to.....	18,877,788.45
Excess of drafts drawn during present fiscal year (1901).....	2,049,806.26

DEPOSIT OF REVENUE.

There is a single source of revenue—the fees. Such portion of these as is necessary is used in payment of the expenses, and the residue (called the “revenue”) is converted to the use of the Department, for payment of its obligations, one of which is the cost of that portion of the expense for clerical service in money-order business alone at post-offices of the first and second classes.

The revenue for last year was deposited as follows:

Revenue for quarter ended—	Amount.	Deposited.
September 30, 1900.....	\$356,193.75	January 7, 1901.
December 31, 1900.....	478,495.71	April 1, 1901.
March 31, 1901.....	414,924.92	July 6, 1901.
June 30, 1901.....	419,044.91	October 4, 1901.
Total.....	1,668,659.29	

INCIDENTAL COST OF OPERATING THE SYSTEM.

All expenses incidental to the transaction of the business of the system are paid from appropriations, and such appropriations were made for the fiscal year in the amounts and for the purposes set forth below:

APPROPRIATIONS.

For blanks, blank books, printed matter, metal advertising signs, twine, carbon paper, and articles pertaining to its use in issue and payment of money orders.....	\$125,000.00
Copying presses and typewriting machines.....	5,000.00
Exchange on drafts, stationery, and necessary miscellaneous incidental expenses of the money-order service.....	13,000.00
Rubber and metal stamps.....	6,000.00

The expenditures under these appropriations (clerk hire is not included, being covered in the general appropriation for that purpose) were as follows, so far as disbursements were made under direction of the money-order division:

INCIDENTAL EXPENSES.

For printed matter:	
Books of money-order forms.....	\$63,218.34
Ordinary blanks and books.....	\$26,919.57
Ordinary blanks and books, under appropriation for last year.....	1,137.50
	28,057.07
Twine (for division of supplies).....	6,656.28
Carbon paper for use in issue of orders.....	4,662.42
Drafts, engraved.....	774.00
Tissue paper for press copies.....	335.00
	\$103,703.11
For dating and rubber stamps, ribbons, etc.....	3,356.30
Special kinds and quality of stationery, ink, etc., for money-order purposes, and allowances for small quantities of stationery purchased by postmasters.....	\$4,505.70
Same, under appropriation for last year.....	36.03
	4,541.73
Adding machines and extras.....	2,465.90
Exchange on drafts used for remitting surplus funds between post-offices and on drafts drawn on postmaster at New York.....	2,185.93
Machine for opening letters, and extras.....	1,234.26
Wrapping paper.....	881.00
Addressograph.....	235.20
	11,544.02
Total expenses from appropriations.....	118,603.43
Expenses in excess of preceding year (\$114,503.56).....	4,099.87

Other expenses authorized by the division of salaries and allowances and paid from the appropriations above described were as follows:

Copying presses and typewriting machines.....	\$4,978.69
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AGGREGATE EXPENSES.

The disbursements on incidental account were:	
By money-order division.....	\$118,603.43
By salary and allowance division.....	4,978.69
Total incidental expenses.....	123,582.12

DEPOSIT OF FUNDS CORRESPONDING WITH AMOUNT OF UNCLAIMED ORDERS.

In the last annual report this matter was concisely described, and that portion is repeated:

It is admitted, in the light of the experience of later years, that the policy of the Department, in earlier years, in withholding information from a remitter or the payee of an order to the effect that it remained unpaid at the end of a given period was a mistake, and that many orders, the amounts of which now remain unclaimed, might have been paid if the fact of nonpayment had been communicated in proper season to the persons interested therein.

July 24, 1882, the practice of the service was radically changed, and steps were thereafter taken to facilitate the payment of orders by requesting the respective payees to present them. January 10, 1885, this was given much wider scope, and of late years every practicable measure has been adopted to effect payment of orders within the shortest possible period after the date of issue. The resources of the system and of the service have been used to the fullest extent to trace payees of unclaimed orders, and in the event of failure to effect payment to such persons, the amounts have been refunded to the remitters. The same energetic effort toward settlement is made as to all orders, whatever the respective amounts. The result affords the Department much gratification, as it considers that the issue of an order is a contract to transfer the amount thereof to the payee, the consideration being the fee, and those who patronize the system may rest assured that if it be not possible to carry out this contract the amount will be refunded to the remitter if it is possible to trace the whereabouts of that person.

Funds which accrue from the sale of money orders are "trust funds," and are so regarded in the sense that such orders are obligations of the Government, to be honored whenever presented, and ignorance or forgetfulness of the holders of such obligations will not be construed by the Department as laches upon the part of such persons.

It was considered unnecessary to longer retain the idle funds in the subtreasury at New York representing the unclaimed orders issued prior to March 3, 1883, the act of which date and the later act of January 27, 1894, authorizing the Department to make use of these funds in payment of its current obligations. The system has therefore covered into the Treasury the following amounts:

DEPOSITS.

For unclaimed money orders:

Act of March 3, 1883—	
Deposited October 6, 1893	\$1, 250, 000. 00
Act of January 27, 1894—	
Deposited July 9, 1894	50, 000. 00
Deposited December 7, 1895	300, 000. 00
Deposited October 16, 1900	413, 468. 71
	<hr/> \$2, 013, 468. 71

For unclaimed postal notes:

Act of January 27, 1894—	
Deposited December 7, 1895	219, 244. 47
Deposited October 16, 1900	17, 286. 72
	<hr/> 236, 531. 29

Total amount deposited 2, 250, 000. 00

INVALID ADVICES.

Postmasters have transmitted to the Department invalid advices to the amount of \$317,183.83. These average about \$5,000 per month, showing that orders annually become invalid to the amount of about \$60,000.

The act of January 27, 1894, provided that for convenience of accounting the amounts of all money orders more than one year old should be paid by warrants drawn on the Treasury against the deposits above made, and since that time warrants have been so drawn in payment of invalid orders and postal notes as follows:

WARRANTS DRAWN.

For the year ended June 30—

1895	\$27,050.27
1896	27,048.45
1897	27,704.45
1898	33,408.98
1899	46,804.17
1900	61,011.80
1901	88,164.98
Total warrants drawn	311,191.10

Energetic measures are constantly employed in endeavoring to effect the settlement of money orders and to make such payment as soon as practicable after issue of each order. Postmasters are, as a rule, appreciative of the importance of following this policy, and the service is being daily improved in this important particular.

UNCOLLECTED JUDGMENTS, PENDING SUITS, ETC.

In determining the financial soundness of the system and its ability to meet its obligations, reference to the statement of assets and liabilities will show its indebtedness on June 30 to have been \$10,012,622.50 to meet which it offers assets as follows:

Cash in subtreasuries at New York and Chicago	\$3,436,614.84
Balances due from postmasters	6,576,007.66
Total assets	10,012,622.50

If the system be not solvent, its failure would be due to the fact that this balance could not be regarded as an asset of face value, and it would therefore be insolvent only to the extent of the amount not realized upon that asset. It is therefore proper to analyze this balance, that the holders of its obligations may feel assured that outstanding paper may be reckoned as of par value.

The balance is made up of a number of items, and those in cash are:

1. Funds actually in hands of postmasters for use in current business.
2. Funds actually in transit between post-offices where orders were sold and post-offices to which such surplus is remitted for deposit, not having reached the latter places on June 30.

The sum not reckoned as cash, but as its equivalent, is the amount due from late postmasters, whether in the form of judgments, pending suits, or in process of collection.

It may be safely assumed that the "reserve" allowed postmasters (in amount \$2,500,000) is intact and is in actual cash, or paid orders, substantially the equivalent of cash.

Remittances in transit would cover all such made on June 30, most of those made on June 28-29, and many in transit after June 10, hence it is reasonable to assume that the average of four days' remittances may be considered as a fair basis. Reckoning 305 working days, the total being \$246,000,000, the daily average is not less than \$800,000, hence the sum in transit for four days would not be less than \$3,000,000.

Offices not granted reserves hold in cash the amounts of unpaid advices. There are about 20,000 such offices, and if the average amount so held be reckoned at \$50 it will not be unreasonable.

Paid orders, pending adjustment of irregularities or awaiting completion of vouchers, are held by many offices as cash, and the sum thus represented is certainly at least \$200,000.

The uncollected judgments and suits against late postmasters are in amount about \$60,000.

The assets of the system are therefore either in cash or vouchers—

Cash—Reserves, authorized at the larger offices.....	\$2, 500, 000
Remittances in transit, reckoned at	2, 800, 000
Funds at the smaller offices, not having reserves.....	1, 000, 000
Vouchers, equivalent of cash—paid orders.....	200, 000
Doubtful—sums in suit or in judgment.....	70, 000

Assets of the system additional to cash in Treasury 6, 570, 000

The balance due from late postmasters covering accounts subsequent to July 1, 1896, and prior to June 30, 1900, was in amount \$71,510.55, and of this sum the amount in litigation was \$59,730.58, being due from postmasters at offices in the States named below:

Florida	\$12, 516. 98	South Dakota	\$968. 04
Texas	10, 569. 13	Georgia.....	751. 60
Nebraska	5, 664. 98	Alaska.....	643. 35
Indian Territory	5, 019. 19	California.....	592. 75
New York	4, 212. 91	Indiana.....	457. 70
Colorado.....	3, 253. 09	Minnesota.....	387. 55
Alabama.....	2, 915. 99	Oklahoma.....	307. 48
Michigan.....	2, 384. 31	Kentucky.....	286. 61
North Carolina.....	2, 269. 24	Iowa.....	214. 51
New Mexico.....	1, 976. 63	Montana.....	59. 43
Washington.....	1, 954. 33	Wisconsin.....	55. 47
West Virginia.....	1, 165. 38		
Pennsylvania.....	1, 103. 93		59, 730. 58

The offices indebted in amounts of \$2,000 or more were as follows:

Sneeds, Fla.....	\$10, 781. 10	Scotia, Nebr.....	\$5, 664. 98
Sunset, Tex.....	5, 466. 67	Hesperia, Mich.....	2, 384. 31
Hartshorne, Ind. T.....	5, 019. 19	Chauncey, N. Y.....	2, 320. 18

While it is probable that some of the judgments are valueless and that the face amount of some of the pending suits may not be collected, it will be readily seen that loss of the entire sum would not materially lessen the financial soundness of the system, and that every dollar of its outstanding obligations may be honored.

HAWAII AND PORTO RICO.

Hawaii.—The system was extended to the Territory of Hawaii June 14, 1900, and there are now 59 offices in operation, at which the issue of orders for the fiscal year was in amount \$2,042,602.70. The system is being very satisfactorily conducted and its usefulness recognized in practical manner. Through the use of advertising matter in various languages the people are being duly informed of the advantages which the system offers.

Porto Rico.—The money-order offices in this new Territory were incorporated as a part of the domestic system May 1, 1900, and the transactions continue in considerable magnitude, the issues for the fiscal year being in amount \$1,578,222.70 at 25 offices. The volume of business has decreased since withdrawal of the military forces, but it is assumed that, as the orders sold during the fiscal year were almost

entirely for ordinary business transactions with the States, the volume of transactions will hereafter increase annually, and will eventually become very large.

BILLS OF EXCHANGE.

When an international order is issued in the United States payable in a foreign country, this Department acts as intermediary or agent between the remitter and the country in which the amount is to be paid, and must necessarily transmit the amount to or arrange with the foreign country for its payment. For this service the fee is the compensation received from the remitter. In like manner the amounts of international orders issued abroad and payable in the United States must be transmitted to this country. This business is conducted through conveniently located post-offices known as "exchange offices."

The descriptive details of every order issued in this country and payable abroad are sent to the exchange office and there certified in a "list" dispatched to the proper foreign country. The aggregate amount of each such list is at the same time reported to this Department and entered in an account with the country in which payment is to be made. A similar entry is made of the incoming lists of orders issued abroad payable in the United States. Thus a simple debit and credit entry of the several items for each country shows the approximate balance due to or by the United States, and the amount is then remitted by the debtor country.

For the purpose of paying balances due by the United States the amounts are deposited in cash with a banking house to the credit of the foreign government, or bills of exchange are purchased in open market from the lowest bidder.

Rates are quoted daily for exchange payable in Amsterdam, Basle, Berlin, Brussels, Christiania, Copenhagen, Lisbon, London, Paris, St. Petersburg, Stockholm, and Yokohama.

The exchange purchased during the fiscal year for paying balances due by the United States amounted to \$13,321,590.83.

This exchange is purchased in New York alone, and the firms from whom such exchange was purchased were—

Baring, Magoun & Co.
Brown Bros. & Co.
Corbin Banking Company.
Goldman, Sachs & Co.
Hallgarten & Co.
Heidelbach, Ickelheimer & Co.
Knauth, Nachod & Kuhne.
Kountze Bros.
Ladenburg, Thalmann & Co.
Lazard Frères.
Maitland, Coppel & Co.

Morton Trust Company.
Munroe, John, & Co.
National City Bank.
National Park Bank.
North American Trust Company.
Richard, C. B., & Co.
Seligman, J. & W., & Co.
Western National Bank.
Yokohama Specie Bank, Limited.
Zimmerman & Forshay.

To most of the European countries the United States was debtor in this account. The aggregate amount certified to Great Britain was about four times that certified to the United States by that country; that certified to Germany about twice as much as by that country to the United States.

Several countries draw orders payable in the United States in aggregate amount exceeding those drawn on such countries by the United States, and likewise effect payment of balances by bills of exchange,

usually payable in New York. During the fiscal year amounts of such exchange were received at the following offices:

New York	\$972, 354. 55
Washington	70, 760. 65
New Orleans	672. 16
Total	1, 043, 787. 36

The greater part of this amount was received from Canada, Cuba, and Mexico.

FOREIGN SERVICE.

International business is now transacted with 42 countries.

The service with Russia and Mexico is very satisfactory and is rapidly increasing. The system occupies a field of usefulness that is most gratifying and acceptable to residents of those countries and to those who desire to remit thereto from this country. With Japan there will undoubtedly be a very largely increased business in the near future.

New conventions.—A convention with Bolivia was signed at La Paz on June 20, 1901, and by the Postmaster-General, at Washington, on the 12th of October, 1901, and the exchange of money orders will be in effect December 1, 1901.

Negotiations are in progress for conventions with Greece, Peru, Roumania and Surinam.

Improved service with Canada.—Negotiations in progress for several years with Canada were completed, and on June 15 announcement was made of the substantial unification of methods of the two countries, in effect July 1, 1901. No change of greater importance or of more substantial benefit to the service has been made since its organization, the effect being the abandonment of the cumbersome methods followed so many years, and the substitution therefor of the simple details of the domestic system. Orders are drawn at any money-order office in either country payable at any money-order office in the other country, at domestic rates for fees and on the domestic form. The exchange offices were discontinued, and settlements between the countries are made upon the basis of paid instead of issued orders, as heretofore. The new service is greatly appreciated by the business public.

Like arrangements, in effect July 1, were made with Cuba and the Philippines, and like service will be in effect with Newfoundland on January 1, next.

BUSINESS WITH FOREIGN COUNTRIES.

In the international branch of the service there was a material increase in the amounts remitted to foreign countries, noticeably to Hungary and Russia, and it is anticipated that with the latter the business for the present year will be greatly developed.

For the past fiscal year the business was as follows:

International orders issued in United States, payable abroad.

	Number.	Amount.
For fiscal year 1901	1, 247, 886	\$20, 072, 612. 65
For fiscal year 1900	1, 102, 067	16, 749, 018. 31
Increase	145, 821	3, 323, 596. 34

Remittances sent abroad, certified in largest relative amounts, were made to the following-named 8 countries:

Great Britain.....	\$5,453,344	Italy.....	\$1,513,861
Germany.....	2,650,740	Austria.....	1,325,808
Canada.....	1,909,505	Russia.....	1,100,113
Sweden.....	1,728,944	Hungary.....	982,590

The greatest relative increased business was in orders certified to the following countries:

Russia.....	\$975,798	Italy.....	\$373,405
Hungary.....	426,349	Great Britain.....	287,085
Austria.....	388,654	Japan.....	201,205

The aggregate decrease for eight countries was \$12,832.67.

International orders issued abroad, payable in United States.

	Number.	Amount.
For fiscal year 1900.....	483,089	\$11,098,242.04
For fiscal year 1901.....	492,408	7,972,453.70
Increase.....	9,369	¹ 3,125,788.34

¹ Decrease.

This apparent decrease is due to the change in methods of business with Porto Rico, and to decreased transactions with Cuba. The former, reckoned last year as "International" business, is now a part of the domestic system, and the change accounts for about \$2,000,000. From Cuba the business last year was \$3,081,850, while this year it was reduced to \$915,348.

In other respects the remittances certified from abroad were increased in principal relative proportion as follows:

Canada.....	\$411,769	Great Britain.....	\$87,605
Mexico.....	155,925	Russia.....	64,349

The aggregate decrease (Cuba not included) from nine countries was \$16,028.27.

CUBA, THE PHILIPPINES, AND CHINA.

Cuba.—In amount of remittances made from Cuba to the United States there was a very large decrease (\$2,166,501.87), the total being but \$915,348.66, as against \$3,081,850.53 last year. There was a small increase in the remittances to Cuba. The withdrawal of the large military force, changing business conditions, and discontinuance of the practice of purchasing orders for exchange purposes doubtless have had much to do with this sweeping reduction in volume of business.

On the 1st of July the same arrangement then placed in effect with Canada was inaugurated with Cuba and is in successful operation. The business with the postal administration of Cuba has been conducted very satisfactorily since it came under the control of the efficient director-general, Mr. M. C. Fosnes.

The Philippines.—August 23, 1900, the military postal offices of the Philippines were discontinued as stations of San Francisco and reestablished as independent postal stations of the money-order

system. The transaction of this branch of business as a part of the domestic system of the United States was entirely discontinued on June 30, 1901, on which date, under act of the Philippine Commission of February 28, 1901, the money-order service was dis-severed, and on July 1 an independent service came into operation. Arrangements were made to thereafter conduct this service upon lines similar to those inaugurated at a corresponding date with Canada, and described elsewhere, and the business is being so conducted. The remittances from the Philippines by money order during the fiscal year were in amount \$2,340,969.12.

Under departmental order of August 25, 1900, Mr. W. H. Wanamaker, a clerk in the office of the Auditor, was detailed to proceed to Manila and aid the director of posts in arranging a system of preliminary examination of money-order accounts. He reached that city October 25, and on March 15 last presented a report covering his connection with this branch of the service under the order referred to.

China.—The military postal stations in China authorized under departmental order of August 2, 1900, were duly established, conducted business until about the 15th of May, and were formally discontinued August 31 last, during which time the remittances therefrom amounted to \$75,376.06. The business was satisfactorily conducted by Mr. G. M. Hunt, postal agent, who had previously rendered the system excellent service in Cuba and Porto Rico.

On the 10th of January Mr. Hunt remitted to his depository at San Francisco \$1,776 money-order funds by the steamer *Rio de Janeiro*, which was lost at the entrance to the harbor of that city on February 22. Of this remittance but \$78 was in Government checks, which will be duplicated; the remainder, \$1,698, being in coin, became a loss to the service, as no part was recovered.

INTERNATIONAL DUPLICATES AND REPAYMENTS.

Duplicates.—The Superintendent issued duplicates during the year as follows:

Of orders issued abroad, France excepted, payable in the United States.....	1,591
Of orders issued in United States, payable in France ¹	147
Of orders issued in United States, payable in Germany ¹	25
Total	1,763

Repayments.—The amount of an international order, whether issued in this country for payment abroad or issued in a foreign country for payment in the United States, may not be refunded except upon the authority of this office. Such repayments were authorized during the fiscal year as follows:

Of orders issued in the United States for payment abroad.....	4,977
Of orders issued abroad for payment in the United States	2,318
Total	7,295

These are usually cases in which the payee leaves the country of payment before the order reaches him or can not be found at the address given by the remitter.

¹ For all other countries duplicates are issued by the respective postal departments.

INTERMEDIARY INTERNATIONAL SERVICE.

Arrangements have been completed for money-order service to and from the following places through intermediary of the countries named:

December 19, 1900.—Through Japan, with the Japanese offices at Amoy and Hankow, China.

March 23, 1901.—Through Italy, with the Italian office at Bengasi, Regency of Tunis.

April 9, 1901.—Through Japan, with the Japanese offices at Foochow and Peking, China, and Pingyang and Sangchin, Korea.

May 8, 1901.—Through France, with the French offices at Peking and Shanghai, China.

October 5, 1901.—Through Austria, with the Austrian office in the Levant at San Giouvannidi Medua.

CASHING OF ORDERS.

It is believed that 99 per cent of the orders issued by this system are correctly drawn and are paid without delay, in regular way, to the person and at the offices of payment named therein. The remainder do not correctly name as the place of payment the office at which they are presented, and errors of this class are about equally due to mistakes of remitters and issuing postmasters. For reasons which are obviously important, based upon the process of issue of duplicate orders, it has been a rule of the system since its organization that no money order may be paid and treated as a voucher of payment at an office other than that named in the order, and this rule, well established and familiar, is so essential and proper that there is no present intention of departing therefrom. In a business of such vast magnitude all rules must, however, be so flexible that provision shall be made for errors and blunders due to inexperience or lack of knowledge, and this flexibility is demanded in the money-order service because its orders are mainly issued at small offices, where the employees are not skilled like those in the large offices, where the bulk of payments are made.

For more than thirty years this service has been conducted upon lines in accordance with the views of the law officers of the Department, and all its orders have been drawn with distinct understanding that an order is a contract between the remitter and the Department, the consideration being the fee, the terms of which contract provide that the Department shall convey and pay to the payee the sum named in an order; that the place where such payment is to be made, or is actually made, is a matter of no essential importance, if the payment be made to the individual entitled to receive the amount. The name of the office drawn upon has been inserted in the orders simply as the address of the payee, and as indicating the office only which might properly and regularly present the order as a voucher. The Department has maintained its right, whenever circumstances have so required, and especially when the convenience of the payee was promoted thereby, to authorize the payment of its orders at offices other than those named as the address of the payee, whenever such orders were incorrectly drawn. For example, an order drawn on Chicago, So. Car., in favor of John Doe, is void, in so far as the place of payment is concerned, because there is no such place in existence, but as John Doe resides at Chicago, Ill., to which place the remitter mailed the

order, and where it reached the payee, obviously such payee is not responsible for the error, and should not be inconvenienced thereby, and should receive the amount when presented at Chicago, Ill., the details to be arranged under the regulations of the Department, applicable to similar irregularities.

This course was pursued without question for more than thirty years, and many thousands of cases were settled and satisfactorily disposed of under such departmental regulations.

To cover these irregularities, which became very numerous because of the extensive transactions of the system, the act of March 1, 1899, provided that "money orders may be drawn by the Superintendent of the Money-Order System, without the exaction of an additional fee, for the purpose of correcting errors made by issuing or paying postmasters."

By circular of April 20, 1899, this act was placed in force, and its provisions were given careful experiment for a year, the result justifying the Department in extending its application on March 12, 1900, to all offices of the first and second classes, and later to a limited number of offices of the third and fourth classes. The rules were so modified at the later dates as to permit the offices named to "cash" in addition the few orders presented over their counters drawn regularly on other offices, based upon the practice, as hereinbefore described, of construing the place of payment as the address.

No loss whatever to the service resulted from the practice, which speedily became a most popular and satisfactory method, and had much to do with the phenomenal increase in business of the system for the present year.

On the 4th of April last the Auditor for this Department disallowed certain "cashed" orders as vouchers, and the case was presented to the Comptroller of the Treasury for decision.

On the 25th of April this decision was rendered, which, in substance, was to the effect that as the law required the use of an application, the Department could not cause the payment of an order at a place other than that named in the application—a view quite at variance with that under which the business had been transacted, as has been stated, for a long period of years.

The decision of the Comptroller being final, the Department accepted it as such, regretting, however, the inconvenience resulting to the public and the great injury caused the service thereby, and by order of May 24 discontinued the practice of "cashing" orders at offices other than those designated therein, but in due course will seek such legislation as will modify existing law and permit the resumption of the practice under such restrictions as shall be necessary and proper.

REDUCTION OF FEES.

It is believed that the earnings of the system are now greater than should be the case, and that it may readily issue orders of certain amounts at rates lower than now charged.

Investigation has shown that the ratio of paid orders, 1,000 in number, is as follows:

Drawn for amount not over \$5	359
Over \$5 and not over \$10	241
Over \$10 and not over \$15	122
Over \$15 and not over \$20	154

Over \$20 and not over \$30	49
Over \$40 and not over \$50	34
Over \$50 and not over \$60	11
Over \$60 and not over \$70	6
Over \$70 and not over \$80	5
Over \$80 and not over \$100	19
Total	1,000

Renewed recommendation is made for legislation authorizing reduced fees for orders for the larger amounts, so that the maximum fee shall be 25 cents, instead of 30 cents, as at present fixed by law. Such legislation would enable the Department to slightly reduce the fees for all orders for \$50 or more. It is the purpose of the Department that the earnings of the system shall pay its expenses, but the fees should not be in excess of the proportionate cost of operating the system, and it seems to be demonstrated that the system is not only self-sustaining, but earns rather more than a reasonable additional sum.

The operations above described in detail show substantially that during the year every item of business producing revenue was increased, and no item of expense was materially increased. The single exception of importance as to volume of business (which, however, had no relation to revenue) is shown in the remittances from Cuba to the United States, the aggregate of which decreased in considerable amount; but the loss in Cuban business was more than offset by increased transactions with other countries.

The results herein presented afford the Department much satisfaction, because they offer conclusive evidence that its money-order system is meeting the requirements of the business public, is therefore popular, and is filling that important position in the public service which the Department intends it shall occupy. Every improvement which might add to the convenience of the public, or would probably simplify the service, is made, if within the power of the Department; labor is cheerfully given, and any reasonable expense incurred, if desirable results will likely follow. It is gratifying to be able to show that the system has the practical indorsement of the public. The remarkable increase in volume of business is ample evidence of appreciation, and offers inducement for continued effort upon the lines now followed.

DIVISION OF POST-OFFICE SUPPLIES.

This division is charged with the purchase and inspection of supplies for the departmental and postal service, including the preparation of advertisements, specifications, and contracts; also with the distribution of such articles upon requisition made by the Departmental officers, postmasters, and others.

Accounts are kept with the several contractors, the Public Printer, the respective divisions of the Department, postmasters, postage stamp and card agencies, and all other branches of the postal service, of all expenditures made under the several appropriations allotted to this division.

The following table exhibits the amounts expended under the several appropriations by this division during the past fiscal year; also the appropriations made for the current fiscal year and the estimated needs for the year ending June 30, 1903:

Statement showing appropriations, expenditures, and balances unexpended for the fiscal year ended June 30, 1901.

Titles of appropriations.	Appropriations.	Expenditures.	Balances.
Stationery, Post-Office Department.....	\$7,000.00	\$6,991.81	\$8.19
Stationery for postal service.....	70,000.00	69,696.05	304.95
Marking and rating stamps, etc.....	33,000.00	32,986.75	13.25
Letter balances and scales.....	10,000.00	9,964.73	35.27
Wrapping paper.....	35,000.00	34,996.71	3.29
Wrapping twine.....	165,000.00	159,622.76	5,377.24
Packing boxes, etc.....	1,000.00	999.72	.28
Printing facing slips, etc.....	20,000.00	18,998.40	3,001.60
Printing and binding.....	250,000.00	250,000.00	.....

Statement of appropriation for the present fiscal year.

Stationery, Post-Office Department.....	\$7,000.00
Stationery for postal service.....	70,000.00
Marking and rating stamps, ink, pads, etc.....	37,500.00
Letter balances and scales.....	12,500.00
Wrapping paper.....	30,000.00
Wrapping twine.....	165,000.00
Packing boxes, etc.....	1,250.00
Printing facing slips, etc.....	30,000.00
Rubber stamps.....	5,000.00
Printing and binding.....	250,000.00

Estimated appropriations necessary for the fiscal year ending June 30, 1903.

Stationery, Post-Office Department.....	\$7,000.00
Stationery for postal service.....	70,000.00
Marking and rating stamps, ink, pads, etc.....	45,000.00
Letter balances and scales.....	15,000.00
Wrapping paper.....	30,000.00
Wrapping twine.....	115,000.00
Packing boxes, etc.....	1,250.00
Printing facing slips etc.....	30,000.00
Rubber stamps.....	5,000.00
Printing and binding.....	300,000.00

TABLE I.—*Statement showing the number of requisitions filled and filed for the various classes of articles furnished during the fiscal year ended June 30, 1901.*

Wrapping paper and twine.....	23,807
Scales.....	7,723
Blanks and books.....	261,751
Stamps, canceling ink, stamping pads, and steel type.....	225,746
Stationery.....	7,034

TABLE II.—*Statement showing the number of packages, sacks, and cases, both ordinary and registered, received and sent out during the fiscal year ended June 30, 1901.*

From stationery room:	
Packages.....	4,170
Sacks.....	1,454
Cases.....	5,505
Cases of scales.....	10,450
From blank room:	
Packages.....	262,157
Sacks.....	20,785
From paper and twine room:	
Burlaps of twine.....	9,542
Sacks of twine.....	14,136
Sacks of paper.....	1,608
Bundles of paper.....	5,041
Sacks of blank facing slips.....	3,206
Sacks, registry receipt cards, and books.....	493
Packages registered.....	2,805
Received from contractors:	
Bales of merchandise.....	10,197
Cases of merchandise.....	17,509
Barrels of merchandise.....	206
Packages of merchandise.....	28,381

TABLE III.—*Statement showing quantity of principal articles furnished during the fiscal year ended June 30, 1901.*

Blanks	118,519,612
Facing slips	514,400,000
Blank books	212,765
Daybooks, ledgers, memorandum books, etc	8,949
Letter heads, note heads, and reference slips	reams 9,712
Marking, rating, and canceling stamps	13,835
Extra type	boxes 2,991
Jute twine	pounds 1,420,493
Cotton twine	do 130
Hemp twine	do 1,962
Flax twine	do 4,099
Letter balances and scales:	
8-ounce	5,285
4-pound	2,746
250-pound	136
500-pound	45
1,000-pound	14
15-rate metric—8 ounces	207
22-rate metric	6
6-pound metric, No. 606	2
15-pound	24
Coin	11
Total scales	10,476
Wrapping paper:	
20½ by 32½ inches	reams 16,650
20 by 29 inches	do 13,500
20 by 24 inches	do 2,000
26 by 40 inches	do 1,600
Total number of reams	33,750
Canceling ink	pounds 28,445
Inking pads	43,032
Envelopes	74,250
Card blotters	quires 14,754
Cardboard	sheets 83,250
Scratch blocks	dozen 5,915
Examination cards	1,078,000
Rubber bands	pounds 9,074
Rubber erasers	14,451
Pens	gross 14,333
Penholders	dozen 10,263
Lead pencils, black	do 20,777
Lead pencils, colored	do 5,816
Lead pencils, indelible	do 4,937
Writing ink	quarts 18,470
Mucilage	do 14,626
Mucilage and inkstands	10,641
Sponge cups and paper weights	5,538
Steel erasers and envelope knives	10,772
Shears	2,741
Rulers and folders	1,478
Carbon and semicarbon paper	sheets 343,300
Rubber stamps	18,370
Rubber-stamp pads	7,793
Press copy books	2,819
Copying and blotting pads	3,012
Thumb tacks	dozen 4,300
Pen racks, clips, and letter files	4,347
Sealing wax	pounds 4,992
Paper fasteners	259,300

Pins	pyramids..	1,523
Pins	one-fourth-pound boxes..	4,398
Sponges	pounds..	73
Rubber pads		567

Besides the above, there have been received and distributed during the same period packages from the Government Printing Office aggregating in number 164,470.

TABLE IV.—*Statement showing clerical labor performed during the fiscal year ended June 30, 1901.*

Entries:		
Wrapping paper and twine		23,807
Stamps		41,505
Scales		7,723
Ink and pads		71,000
Ledgers		6,920
Stationery accounts		87,075
Public Printer accounts		42,273
Itemized:		
Accounts for first and second class offices		1,180
Inspection reports		810
Orders on contractors		1,287
Labels and tags written		254,818
Circular letters sent		186,125
Letters written		2,568
Receipts written		14,628
Bills passed		1,287
Exigency allowances to postmasters		1,525
Books of record and press-copy books in use		78
Pieces of mail received		343,700
Pieces of registered mail received		2,768

TABLE V.—*Showing the number of requisitions, etc., in relation to postmarking stamps during the fiscal year ended June 30, 1901.*

Number of requisitions for postmarking and receiving stamps	12,352
Number of requisitions filled	6,328
Number of requisitions declined	6,024
Number of reprimands sent to postmasters and railway postal clerks for failure to properly postmark	23,311
Number of answers to reprimands	22,649
Number of requisitions for receiving stamps examined and disallowed on account of limited salary	5,542
Number of card requisitions examined as to character of postmarking and back stamping	131,093
Number of stamps repaired	833

STATIONERY FOR THE POST-OFFICE DEPARTMENT.

The appropriation for stationery and free penalty envelopes for the departmental service for the past fiscal year was \$7,000, of which \$6,991.81 were expended, leaving a balance of \$8.19. For the current fiscal year the amount appropriated is \$7,000, which is deemed sufficient, and it is recommended that a like amount be appropriated for the year ending June 30, 1903.

STATIONERY FOR THE POSTAL SERVICE.

Beginning with July 1, 1900, stationery has been supplied to all the offices of the first and second class, to the 11 divisions of the Railway Mail Service, the 15 divisions in charge of post-office inspectors, the stamp and postal-card agencies, to Porto Rico, Hawaii, Samoa, and also to the military postal service in China. One hundred and ten

offices were raised from the third to the second class on July 1, 1900, and 98 additional offices were similarly advanced during this fiscal year. The free-delivery service is being constantly extended, and there is an increased demand due to the growth of all branches of the service; hence supplies in larger quantities are required.

The aim has been to maintain a high standard in the quality of stationery as being more economical than to use supplies of an inferior grade.

The rural free-delivery service will from July 1, 1901, be supplied with stationery and printing from this division, but as there is a decrease in the price on all articles of stationery under the new contracts it is presumed no additional appropriation therefor will be necessary.

The appropriation for this item was originally \$55,000, to which a deficiency of \$15,000 was added, making a total of \$70,000. Of this the sum of \$69,695.05 was expended, leaving a balance of \$304.95. It is considered that the appropriation of \$70,000 will be sufficient for the current fiscal year and estimated that the same amount will be required for the year ending June 30, 1903, and it is so recommended.

LETTER BALANCES AND SCALES.

Old and broken scales returned by postmasters, and which can be made serviceable, are repaired in the mail-lock repair shop and reissued. These repairs are made at the actual cost of time and material, and are done at a considerable saving to the service, as is shown in the following table:

Old scales repaired.	Cost.
3,202 8-ounce scales, at 20 cents.....	\$640.40
411 4-pound scales, at 40 cents.....	164.40
10 250-pound scales, at \$1.....	10.00
62 metric scales, at 20 cents.....	12.40
5 60-pound scales, at 75 cents.....	3.75
3,690 scales	831.05

The same number of new scales purchased at contract prices would have involved an expenditure of \$1,871.35.

The great demand for platform scales, the extension of the parcels-post service, and the policy of the Department to supply smaller offices with scales of 4 pounds capacity will require an increased expenditure.

The appropriation for the above item for the fiscal year just ended was \$10,000, of which \$9,964.73 was expended, leaving a balance of \$35.27. The present appropriation is \$12,500, and, with the continuance of the present repair system, will, it is thought, be sufficient. For the fiscal year ending June 30, 1903, it is estimated that the service will require an appropriation of \$15,000, and that amount is recommended.

WRAPPING PAPER.

Owing to the high price of paper and the great demand for the same in the shape of blank and printed facing slips, the appropriation was barely sufficient to meet the requirements during the past fiscal year.

The reduction in the size of facing slips to two-thirds of its present size is contemplated, which will result in a saving of about 25 per cent or more.

The appropriation for this item was \$30,000, to which was added a deficiency of \$5,000, making a total of \$35,000. Of this amount the sum of \$34,996.71 was expended, leaving a balance of \$3.29. But owing to the decrease in price of paper and the saving to be made in the cutting of facing slips, \$30,000 will probably be sufficient for the current fiscal year, and a like amount is recommended for the fiscal year ending June 30, 1903.

WRAPPING TWINE.

The raw material for jute twine is imported from India, and the market price is largely dependent upon conditions prevailing in that country, such as frequent droughts and famines. The price of jute twine has had an upward tendency year by year until it reached the unprecedented figure of 10.95 cents per pound of 400 yards.

I therefore deemed it prudent to encourage the use of cotton twine, and invited manufacturers of that staple to bid for the same. A number of dealers responded to this invitation, and awards were made for the current fiscal year to four bidders, aggregating one-half of the total number of yards required, at a very satisfactory reduction of the price previously paid. It is deemed for the best interests of the service to make a thorough test of cotton in competition with the jute twine, which will continue to result, it is hoped, in lower prices and also in a saving in the cost of transportation of the twine to post-offices and the Railway Mail Service throughout the country, as the weight of cotton per yard is less than half that of jute.

For this item the appropriation was \$100,000. Owing to the great increase in the price of this article during the fiscal year ending June 30, 1901, an additional appropriation of \$65,000 was made. The amount expended was \$159,622.76, leaving a balance of \$5,377.24. The sum of \$165,000 has been appropriated for the current fiscal year, but owing to the favorable contracts for the year's supply it is estimated that nearly \$50,000 will remain an unexpended balance. It is thought that only \$115,000 will be necessary for the fiscal year ending June 30, 1903, and it is recommended that that amount be appropriated for wrapping twine.

PACKING BOXES, SAWDUST, AND HARDWARE.

For this item the appropriation for the last fiscal year was \$1,000; this was barely sufficient to meet the demands. The appropriation for the current fiscal year is \$1,250, and a like amount is recommended for the fiscal year ending June 30, 1903.

PRINTING AND CUTTING FACING SLIPS, CARD SLIDE LABELS, BOOKS AND BLANKS OF AN URGENT NATURE.

The printing of facing slips has caused the Department considerable trouble on account of the making of contracts annually. The work connected therewith, which at a first glance would appear to be of such a nature that any printer could do it, has many details, such as careful

printing, tying, shipping, prompt delivery, etc., that require contractors to be expert in their work, and for that reason it was deemed for the best interests of the service to make this award to the present contractor, although his was not the lowest bid. Whenever a new contractor starts in to do this work hundreds of complaints are received from postmasters and railway-mail employees regarding the cutting of such facing slips, and these complaints usually continue for about eight or nine months, until experience has been gained by the printer. During this period hundreds of thousands of facing slips have to be thrown away owing to inferior work, and the loss of money on account of spoiled paper is greater than the small amount that could be saved by awarding this contract to a lower and inexperienced bidder.

It would be for the best interest of the service if Congress should make this appropriation so as to permit a four years' contract, instead of an annual contract, for this item.

The appropriation for these items during the past fiscal year was \$20,000, of which the sum of \$16,998.40 was expended, leaving a balance of \$3,001.60. This amount would have been expended but for the lack of paper upon which to print facing slips. A number of requisitions had to be held until the beginning of the present fiscal year, when the appropriation for wrapping paper became available. The appropriation for the current fiscal year is \$30,000, and it is estimated that the same amount will be sufficient for the year ending June 30, 1903.

POSTMARKING AND RATING STAMPS, INKING PADS, ETC.

During the past fiscal year it was deemed proper to obtain chemical tests of the material of which these stamps are to be made. Experimental tests were made under the direction of the Navy Department at our request, and in accordance with these tests specifications were prepared, and better material will hereafter enter into the manufacture of these stamps. The price of stamps increased 25 per cent on account of the higher price of metal and the better quality used. The sum of \$30,000 was appropriated for these items for the past fiscal year, and to it was added a deficiency of \$3,000, making a total of \$33,000, of which all but \$13.25 was expended. The appropriation for the current fiscal year is \$37,500, but owing to the above-mentioned rise in the price of these goods it will be necessary to ask for a deficiency appropriation of \$7,500; and for the fiscal year ending June 30, 1903, an appropriation of \$45,000 is recommended.

PRINTING AND BINDING.

The constant growth of the service has increased the demand for printing, and as each bureau controls the supply of its own blanks and books, it is difficult for this office to control the requisitions for printing and binding; many orders are declined from postmasters on account of their not being deemed necessary, yet the demands are steadily increasing and a larger appropriation is deemed advisable.

The appropriation for the past fiscal year was \$215,000, to which was added a deficiency of \$35,000, making a total of \$250,000. The amount expended was \$250,000.

For the current fiscal year the sum of \$250,000 was appropriated, but this amount is not considered sufficient to meet the demands, and

it is recommended that a deficiency of \$50,000 be added, and it is further recommended that the appropriation for the fiscal year ending June 30, 1903, be \$300,000.

RECOMMENDATIONS.

NEW BUILDING FOR SUPPLY DIVISION.

In my last annual report I called attention to the need of suitable quarters for this division, stating as follows:

The building now occupied, though it may have been sufficient when first leased about twelve years ago, is entirely unfitted for present purposes, was and ever is in danger of fire, being constructed of inflammable material. By constant pressure brought to bear upon the owners, the building has been greatly improved by reconstructing certain parts of it, in strengthening the upper floors and building additional platforms and shelves where it was found necessary, and the sanitary conditions improved.

On closer examination I find this building wholly inadequate for the purpose for which it is used. Besides being itself in constant danger of fire on account of its construction, the surroundings in the rear of the same are of such a nature that should a fire break out in any of the neighboring stables or factories it would undoubtedly endanger this building, which would probably be destroyed. In such an unfortunate event the embarrassment to the service would be beyond calculation.

I recommend that the Postmaster-General be authorized to make arrangements for the erection of a suitable building by some private owner upon an agreement to lease the same for a term of not less than five years at a rental of \$5,500 per annum. Builders or others will not undertake to provide such a structure unless they have the assurance of renting it for a period of years.

ADDITIONAL CLERKS AND LABORERS.

The constant increase of work in this division incident to the growth of the service has made it necessary from time to time to detail clerks and laborers from different permanent and temporary branches of the Department. Without such details it would be impossible to keep the required work up to date.

I therefore recommend that this force of clerks and laborers be made permanent and appropriation be made for this purpose as follows:

Three clerks of class 1	\$3,600
Four laborers, at \$660.....	2,640
Total	5,240

In my last annual report I stated as follows:

The multitude of details in dealing with postmasters, the Railway Mail Service, post-office inspectors, the rural free delivery service, the Philippine Islands, Hawaii, Porto Rico, and the military camps, also the purchases that have to be made for Cuba, and the growth of the service generally, the accurate accounts necessary to be kept with contractors and dealers and with the Public Printer have materially increased the duties of the bookkeeping branch of this division. Some accounts are required by law to be kept; others by order of the Postmaster-General, and still others in the line of proper conduct of business. This requires competent and careful clerical labor. The force of this division is barely sufficient to keep up current work, and to do the proper amount of bookkeeping it will require an additional clerk of class 2, and this increase is recommended.

In the mailing room connected with this division all mails are distributed and sent direct to the several railroad depots, this mail matter and freight averaging 11 tons daily, in packages ranging from several ounces to hundreds of pounds. Strict accounts and records have to be kept, so that in the event of loss tracers may besent out and missing articles recovered, and in fact this is a complete post-office in itself. This work requires the constant services of two men for the handling of mail in the supply division and to convey the registered mail to and from the city post-office; otherwise there would be danger of this branch being conducted in a loose and careless manner, resulting in embarrassment to the service and loss of valuable articles.

It is recommended that provision be made for the services of an additional clerk of class 1 for this purpose.

The quantity of goods received at this division from the contractors and the Public Printer weigh about 12 tons, and nearly the same amount is shipped out daily. This involves considerable labor in handling, wrapping, classifying, and shipping the goods. A laborer is kept constantly busy doing the janitor work of this division. The force of laborers is not sufficient for the heavy work of this division, which has nearly doubled within the last few years without an increase of force. To be able to carry on this work and to continue to supply the demands of the service promptly, two additional laborers, at an annual salary of \$660 each, are required. It is recommended that the sum of \$1,320 be appropriated for that purpose.

I was able to allot but one additional laborer to this division at the beginning of this year, and therefore renew my recommendation as above, which is to have one clerk of each class 1 and 2 and one additional laborer added to the force, which, with the detailed clerks above recommended to be made permanent, would make a total of four clerks of class 1, one clerk of class 2, and five laborers.

DEAD-LETTER OFFICE.

The total receipts of mail matter from all sources were 8,507,257 pieces, against 7,536,158 for the preceding year, an increase of 971,099 pieces, or 12.8 per cent. The ratio of increase for 1899-1900 was 9.9 per cent, and it may be noted that in recent years the augmentation of receipts has been continuous and rapid. Of the total for the last year, as stated above, the ordinary unclaimed letters numbered 5,931,407, an increase of 538,607, or upward of 9 per cent. Letters of the same character returned from foreign countries numbered 208,700 pieces, against 219,000 the year previous; decrease, 10,300. The number of this class of letters for 1899-1900 was strikingly large, doubtless due, as noted in the last report, to the abnormal number of visitors from this country to Europe during that year. The ordinary unclaimed letters returned from foreign countries and bearing the card addresses of senders was 18,299, an increase of 1,506.

There were 156,054 letters and parcels held for postage and sent to this office, against 144,619 for the preceding year, an increase of 11,435. The last annual report showed a decrease of 958 for the year to which it related. The misdirected letters and parcels numbered 483,959, against 422,793 for the year before, showing an increase of 61,166. Articles of mail matter without address, including 15,843 envelopes containing money found loose in the mails, numbered 87,852, an increase of 6,214 over the preceding year. The letters without any address numbered 39,837, and the parcels 32,172. Letters addressed to and delivered at hotels, returned to post-offices, and thence sent to the Dead-Letter Office numbered 265,703, a decrease for the year of 3,921. There were 103 669 letters and parcels to fictitious addresses; increase, 6,266.

The total receipts of unregistered parcels were 433,386, against 180,914 for the preceding year, a very notable increase of 252,472. In this total were included unmailable parcels addressed to foreign countries, unclaimed parcels returned from foreign countries, and those containing photographs. The ordinary unclaimed parcels numbered 315,425, against 74,434 for 1899-1900, an increase of 240,991.

It is deemed proper at this point to call special attention to this extraordinary increase. It will readily be understood that this class of matter involves a great amount of labor for its prompt and proper disposition, its bulk alone, and the limited space available, precluding its being stored for considerable periods. The large and growing volume of merchandise traffic through the mails, indicated by the enormously increased receipts here, renders urgent the problem of how the rapidly accumulating burden is to be properly disposed of without either seriously crippling the other branches of the work or materially increasing the facilities of the office in the way of additional force and space.

The undelivered matter returned from foreign countries numbered 768,188 pieces, an increase of 107,727 over the preceding year, or upward of 15 per cent. Included in this total were registered letters, misdirected letters and postal cards, printed matter, samples, etc.

There were 996,004 letters and parcels delivered unopened to owners, against 859,974 the year previous; increase, 136,030, or more than 15 per cent. As noted in the last report, the apparent increased use of the "card and request" privilege probably accounts for the significant and constant increase.

The total number of pieces of mail matter opened during the year, including parcels, was 7,511,265, an increase of 835,262, or 12½ per cent. The rate of increase for the previous year was 9½ per cent.

In 47,532 letters opened during the year money was found in varying amounts, aggregating \$42,854.72. There was a slight decrease both in number and value of inclosures, doubtless due to the fact that fewer fraudulent enterprises, involving the transmission of small amounts, were suppressed and the letters containing the remittances sent to the Dead-Letter Office. Included in the total given above are the envelopes inclosing money found loose in the mails and in post-offices.

The letters containing drafts, notes, money orders, deeds, wills, mortgages, etc., numbered 38,965, and the face value of the inclosures was \$1,178,970.59, a small increase in number and amount.

The number of opened letters and parcels delivered, on hand awaiting delivery, or filed after failure to deliver, was 2,785,531, an increase of 299,172 over the preceding year, or a little more than 12 per cent.

Matter destroyed, including letters and circulars that could not be restored to senders, parcels containing printed matter without obvious value, perishable articles, medicines, etc., numbered 4,766,220 pieces, an increase of 483,613.

Foreign letters and parcels were returned to countries of origin numbering 749,831, an increase of 106,487 over the year before, or about 16½ per cent.

There were received 47,725 letters and parcels containing photographs, an increase of 4,862 over the preceding year. The number containing postage stamps was 175,649, an increase of 6,218.

Of the misdirected letters received, as noted above, the addresses of 60,962, of domestic origin, were corrected by the Dead-Letter Office

and the letters delivered to addressees. In like manner 17,559 letters of foreign origin were delivered to corrected addresses.

Unclaimed addressed parcels to the number of 27,234 and 25,087 without address, making 52,321 in all, were disposed of at public auction during the year, realizing \$3,732.45, the net proceeds of which were covered into the United States Treasury.

The number of applications for missing mail matter jacketed, indexed, and recorded was 29,113, an increase of 1,755. Besides, there were many personal applications, and searches were made in numerous instances without the formality of a record. In addition to the replies, usually made on printed forms, 7,300 manuscript communications were written, not confined to the subject of missing mail matter, but embracing a large variety of matters, notably instructions to postmasters and responses to miscellaneous inquiries from the general public.

The 23,362 pieces of reading matter (magazines, etc.) distributed among sundry charitable institutions of the District by authority of the postal laws and regulations, were carefully examined prior to such distribution for the double purpose of suitably meeting the needs of the several beneficiaries and of excluding matter unfitting or in any sense reprehensible. It may well be believed that this modest and inexpensive beneficence results in much good to the unfortunates who are specially commended to the charity of their fellow-men.

For reasons similar to those set forth in the last annual report with respect to Porto Rico and the Philippines, authority was given in March last for the establishment of an independent dead-letter service for the Territory of Hawaii, to be conducted as an attachment of the Honolulu office and under the control of the postmaster at that place. From this action of the Department the most gratifying results have followed. Prior thereto there was great delay and no little embarrassment in the disposition of mail matter of Hawaiian origin or addressed for delivery in the Territory. The new method has insured greater promptness and an improved service in all respects.

The tables and statements which follow set out in greater detail the results of the operations of the office.

VOLUME OF MATTER HANDLED.

Classification of mail matter received in the Dead-Letter Office during the fiscal year ended June 30, 1901.

Ordinary unclaimed letters.....	5, 931, 407
Unclaimed letters received from foreign countries without card addresses.....	208, 700
Ordinary unclaimed letters with card addresses.....	18, 299
Unclaimed letters returned from foreign countries with card addresses....	118, 686
Letters mis sent to this office	3, 557
Held for postage:	
Foreign address.....	8, 758
Domestic address.....	107, 139
Parcels	40, 157
	<hr/>
	156, 054
Misdirected:	
Ordinary letters.....	454, 883
Addresses corrected and returned as undeliverable.....	15, 752
Parcels	13, 324
	<hr/>
	483, 959

Without address:		
Ordinary letters	39, 837	
Envelopes containing money found loose in the mails	15, 843	
Parcels	32, 172	
		87, 852
Domestic hotel letters		265, 703
Fictitious addresses:		
Letters	103, 640	
Parcels	29	
		103, 669
Unclaimed registered letters and parcels (domestic)		12, 061
Miscellaneous letters		1, 418
Parcels:		
Unmailable, addressed to foreign countries	12, 250	
Excess of weight and measure	373	
Ordinary unclaimed	315, 425	
Unclaimed, returned from foreign countries with card address	5, 990	
Unclaimed, containing photographs	13, 666	
		347, 704
Originating in foreign countries:		
Unclaimed letters	526, 345	
Misdirected letters and postal cards	92, 934	
Miscellaneous letters	793	
Hotel letters	18, 650	
Fictitious addresses	4, 028	
Registered letters	29, 820	
Printed matter, samples, etc	95, 618	
		768, 188
Total		8, 507, 257

Mail matter on hand from preceding year.

Unopened, held for postage, and foreign matter	917
Opened in process of treatment	33, 792
Outstanding, in hands of postmasters	6, 694
Total	41, 403

Disposition of mail matter unopened.

Card and request matter returned to senders:		
Ordinary unclaimed letters	18, 299	
Unclaimed letters returned from foreign countries	118, 686	
Hotel letters	773	
Misdirected letters	1, 383	
Held for postage letters	3, 355	
Registered letters	6, 030	
Unclaimed parcels returned from foreign countries	5, 990	
		154, 516
Held for postage matter:		
Letters and parcels forwarded on payment of postage	5, 413	
Letters forwarded to officials	3, 307	
		8, 720
Misdirected matter:		
Domestic letters delivered to corrected addresses	60, 962	
Foreign letters delivered to corrected addresses	17, 559	
		78, 521
Foreign matter:		
Delivered to applicants	859	
Returned to countries of origin	749, 831	
		750, 690
Missent letters		3, 557
Total delivered unopened		996, 004

On hand awaiting delivery:	
Held for postage, foreign address	300
Foreign registered letters	117
Ordinary foreign letters	488
	<hr/>
	905
Grand total	996, 909

Classification of mail matter opened during the year.

Ordinary unclaimed letters	5, 931, 407
Unclaimed letters returned from foreign countries	208, 700
Hotel letters	264, 930
Misdirected letters	408, 290
Held for postage letters	103, 773
Fictitious letters	103, 640
Registered letters	6, 031
Letters without address	39, 837
Miscellaneous letters	1, 418
Envelopes containing money found loose in the mails	15, 843
Parcels	427, 396
	<hr/>
Total	7, 511, 265

Disposition of mail matter opened, including letters on hand and outstanding from preceding year.

Delivered:	
Letters containing money	24, 738
Letters containing drafts, money orders, etc.	36, 653
Letters containing miscellaneous papers, etc.	47, 537
Letters containing postage stamps	175, 649
Letters containing manuscript	628
Letters containing nothing of value	1, 900, 816
Photographs	47, 725
Parcels of merchandise, books, etc.	248, 455
	<hr/>
	2, 482, 201
Returned to owners and awaiting evidences of delivery:	
Letters containing money	2, 247
Letters containing drafts, notes, etc.	3, 833
Letters containing nothing of value	97
Photographs	32
Parcels of merchandise, books, etc.	150
	<hr/>
	6, 359
Under treatment looking to delivery:	
Letters containing money	8, 129
Letters containing drafts, notes, etc.	629
Letters containing nothing of value	104, 000
Letters containing merchandise, books, etc.	6, 822
	<hr/>
	119, 580
Filed upon failure to deliver, subject to reclamation:	
Letters containing money	21, 428
Letters containing drafts, notes, etc.	1, 861
Letters containing miscellaneous papers	4, 683
Letters containing postage stamps	2, 350
Letters containing manuscript	459
Photographs	16, 798
Letters containing nothing of value	2, 766
Parcels of merchandise, books, etc.	127, 046
	<hr/>
	177, 391
Destroyed:	
Letters and circulars without inclosures which could not be returned to writers	4, 701, 169
Parcels containing pamphlets, fruits, seeds, medicines, etc.	44, 711
Letters containing postage stamps	19, 042
Letters containing miscellaneous papers, etc.	1, 298
	<hr/>
	4, 766, 220
Grand total	7, 551, 751

Recapitulation, showing amount of matter handled during the year.

RECEIVED.

Domestic:	
Original dead matter	7, 739, 069
Unopened letters awaiting delivery July 1, 1900.....	251
Opened letters in process of treatment	33, 792
Opened letters outstanding July 1, 1900.....	6, 694
	<u>7, 779, 806</u>
Foreign:	
Original dead matter	768, 188
Original letters awaiting delivery July 1, 1900	666
	<u>768, 854</u>
Total (domestic and foreign).....	8, 548, 660

DISPOSITION.

Domestic:	
Delivered during the year.....	2, 709, 956
Filed during the year.....	177, 391
Outstanding July 1, 1901.....	6, 359
Destroyed (unsigned letters, circulars, etc.)	4, 766, 220
Opened letters in process of treatment July 1, 1901	119, 580
Unopened letters awaiting delivery July 1, 1901	300
	<u>7, 779, 806</u>
Foreign:	
Returned to countries of origin	749, 831
Delivered to correct addresses.....	17, 559
Delivered to applicants	859
Awaiting delivery July 1, 1901	605
	<u>768, 854</u>
Total.....	8, 548, 660

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail matter originating in the United States and returned to the Dead-Letter Office as undeliverable were classified as follows:

Registered articles.....	3, 276
Ordinary letters (including postal cards).....	361, 934
Parcels of printed matter, samples, etc.....	196, 380
Total	561, 590

DEAD REGISTERED MATTER.

Of the 12,061 unclaimed registered letters and parcels of domestic origin received there were—

Delivered to addressees or restored to senders.....	8, 233
Returned to postmasters for delivery and awaiting receipt.....	350
Filed upon failure to discover ownership and awaiting reclamation.....	3, 478
Total	12, 061

VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following table shows the number of letters restored to owners, or in the course of restoration, with the character and value of contents:

Description.	Number.	Value.
Letters containing money restored to owners.....	24, 738	\$29, 825. 85
Letters containing money outstanding in the hands of postmasters for restoration to owners	2, 247	5, 460. 08
Letters containing drafts, checks, notes, money orders, etc., restored to owners.....	86, 653	1, 097, 734. 35
Letters containing drafts, checks, notes, money orders, etc., outstanding in the hands of postmasters for restoration to owners.....	3, 833	49, 208. 91
Letters containing postage stamps restored to owners.....	175, 649	7, 181. 38

Disposition of parcels filed in the Dead-Letter Office.

Addressed parcels:	
Unclaimed from receipts 1898-99, prepared for sale of 1901.....	45, 100
Unclaimed from receipts 1899-1900, filed.....	32, 918
Unclaimed from receipts 1900-1901, filed.....	102, 205
Total	180, 223
Unaddressed parcels:	
Unclaimed from receipts 1900-1901	24, 540
Total number of parcels on hand	204, 763
Disposed of by sale, 1900:	
Parcels unclaimed from 1897-98 (addressed)	27, 234
Parcels unclaimed from 1899-1900 (unaddressed)	25, 087
Total number sold.....	52, 321
Proceeds of sale, \$3,732.45.	

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead mail matter during the year and delivered to the Third Assistant Postmaster-General for deposit in the Treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners.	\$12, 320. 19
Amount realized from auction sale in December, 1900, of parcels of merchandise which could not be restored to owners	3, 285. 26
Total	15, 605. 45

POSTAGE STAMPS.

The following amounts of postage stamps were received in the Dead-Letter Office from the several sources named and were destroyed under proper supervision:

Separated from dead letters for which no owner could be found	\$755. 41
Found loose in the mails and sent to the Dead-Letter Office by postmasters.	900. 56
Received for payment of postage on held-for-postage matter forwarded to destination, and parcels of third and fourth class matter returned to senders (sent out from Dead-Letter Office under an official envelope) ..	6, 985. 20
Received from postal administration of Canada, United States postage stamps accepted by that administration in payment of postage to Canada, in accordance with the agreement between the two countries.....	112. 71
Total value of stamps destroyed	8, 753. 88

In addition to the above, postage stamps to the value of \$1,329.60 have been received and affixed to parcels of matter addressed to foreign countries not transmissible in the mails unless prepaid at letter rates of postage.

In the exchange of postage on short-paid matter addressed to either country, there have been received from the Canadian administration United States postage stamps to the amount of \$112.71. There were returned to Canada by this office Canadian postage stamps amounting to \$137.94, leaving a balance due this administration of \$25.23, which has been duly reported.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 23,362 magazines, illustrated papers, picture cards, etc., which could not be restored to owners were distributed among the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia, by order of the Postmaster-General.

The following shows the number and character of the matter distributed:

Magazines	6,679
Pamphlets	1,579
Illustrated papers	5,947
Picture cards, etc.	9,157
Total	23,362

Statement showing number of pieces of dead mail matter treated in the Dead-Letter Office during the fiscal year ended June 30, 1901.

Received.	Number.
Domestic mallable letters received during the year.....	6,649,992
Domestic unmallable letters:	
Held for postage—	
On hand July 1, 1900.....	251
Received during the year	115,897
	116,148
Misdirected	470,635
Without address	89,887
Envelopes containing money found loose in the mails.....	15,843
Miscellaneous	1,418
Domestic third and fourth class matter (parcels)	433,386
Foreign matter:	
On hand July 1, 1900.....	432
Received during the year	642,750
Printed matter, samples, etc.....	95,618
	738,800
Registered matter:	
On hand July 1, 1900, foreign	234
Received during the year—	
Domestic	12,061
Foreign	29,820
	42,115
Opened letters outstanding and on hand July 1, 1900	40,486
Total	8,548,660

Disposition.	Delivered unopened.	Opened.	On hand July 1, 1901.
Domestic mallable letters	141,315	6,508,677	
Domestic unmallable letters:			
Held for postage	12,075	103,773	300
Misdirected	62,346	406,290	
Without address		59,837	
Envelopes containing money found loose in mails.....		15,843	
Miscellaneous		1,418	
Registered:			
Domestic mailed	6,030	6,031	
Foreign mailed	29,937		117
Domestic third and fourth class matter (parcels)	5,990	427,396	
Foreign matter:			
Ordinary letters	642,694		488
Printed matter, samples, etc.....	95,618		
Opened letters on hand and outstanding July 1, 1900		40,486	
Total	996,004	7,551,751	905
Grand total			8,548,660

Statement showing the disposition of mail matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1901.

	Containing money.		Containing drafts, notes, etc.		Containing merchandise, books.	Containing receipts, paid notes.	Containing photographs.	Containing postage stamps.	Containing manuscript.	Containing nothing of value.	Total.	
	Number.	Value.	Number.	Value.							Number.	Value.
RECEIVED.												
Outstanding in the hands of postmasters at close of last fiscal year....	2,400	\$6,056.06	4,011	\$41,324.21	1	6	130			1 127	6,694	\$47,380.27
On hand undisposed of in Dead-Letter Office at close of last fiscal year....	6,610	3,635.73								27,182	33,792	3,635.73
Received during the year	47,532	42,854.72	38,965	1,178,970.59	427,068	53,518	64,525	197,041	1,087	6,681,539	7,611,265	1,221,825.31
Total.....	56,542	52,546.51	42,976	1,220,294.80	427,184	53,518	64,555	197,041	1,087	6,708,848	7,551,751	1,272,841.31
DISPOSITION.												
Delivered to owners	24,738	29,825.85	36,653	1,097,734.35	248,455	47,537	47,725	175,649	628	1,900,816	2,482,201	1,127,560.20
Filed in Dead-Letter Office on failure to deliver to owners	21,428	12,581.49	1,861	59,100.59	127,046	4,683	16,798	1,350	459	2,766	177,391	71,682.08
Destroyed on failure to deliver to owners.....					44,711	1,298		19,042		4,701,169	4,766,220	
On hand in Dead-Letter Office undisposed of.....	8,129	4,679.14	629	14,250.95	6,822					104,000	119,580	18,930.09
Outstanding in the hands of postmasters for restoration to owners.....	2,247	5,460.03	3,833	49,208.91	3 150		3 32			97	6,359	54,688.94
Total.....	56,542	52,546.51	42,976	1,220,294.80	427,184	53,518	64,555	197,041	1,087	6,708,848	7,551,751	1,272,841.31

¹ Registered matter.² Registered letters without valuable inclosures.³ Including advertising circulars, cheap picture cards, unsigned letters, etc.

Statement of unmailable, hotel, and fictitious matter received at the Dead-Letter Office for the fiscal year ended June 30, 1901.

Received.	Number.	Disposition.	Number.
Letters:		Letters:	
Held for postage—		Held for postage—	
Foreign address	8,758	Foreign address, circulars	7,554
Domestic address	107,139	sent to collect postage ..	3,307
	115,897	Official, forwarded	3,856
		Returned to card address ..	101,681
		Opened	115,897
Misdirected—			
Ordinary ¹	547,817	Misdirected—	
Without address	39,837	Turned over to foreign	
	587,654	division	92,934
Hotel	284,353	Address corrected and	
Fictitious	107,668	forwarded	76,714
Returned, misdirected ..	15,752	Returned to card address ..	1,383
Miscellaneous	1,418	Opened	376,786
		Without address, opened ..	39,837
Total	1,112,742		587,654
Parcels:		Hotel—	
Held for postage	40,157	Turned over to foreign	
Misdirected	13,324	division	18,650
Without address	32,172	Returned to card address ..	773
Containing unmailable matter	12,250	Opened	264,930
Excess of weight and measure	373		284,353
Fictitious	29		
		Fictitious—	
Total parcels	98,305	Returned to foreign di-	
		vision	4,028
		Opened	108,640
			107,668
		Returned, misdirected, opened	15,752
		Miscellaneous, opened	1,418
		Total letters	1,112,742
		Parcels examined and turned over	
		to other divisions	98,305
Grand total	1,211,047	Grand total	1,211,047

¹ This includes 7,444 foreign postal cards.

Statement showing dead mail matter of foreign origin received and disposed of during fiscal year ended June 30, 1901.

Received.		Disposition.	
Class.	Number.	Class.	Number.
Registered articles:		Registered articles.	
On hand July 1, 1900	234	Returned to country of origin	29,192
Received during year	29,820	Delivered to addressees	340
	30,054	Misdirected letters forwarded	
		to corrected addresses	405
Ordinary letters: ¹		On hand	117
On hand July 1, 1900	432		30,054
Received during year	642,750		
	643,182	Ordinary letters:	
Parcels and printed matter received		Returned to country of origin	626,718
during year	95,618	Delivered to addressees	459
		Misdirected letters forwarded	
		to corrected addresses	15,517
		On hand	488
			643,182
		Parcels and printed matter:	
		Returned to country of origin	98,921
		Delivered to addressees	60
		Misdirected, forwarded to corrected	
		addresses	1,637
Total	766,854		95,618
		Total	768,854

¹ This includes postal cards.

Total number of articles disposed of:	
Returned to country of origin	749,831
Delivered to addressees	859
Misdirected letters forwarded to corrected addresses	17,559
On hand	606

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1901.

Class.	Number.
Registered letters.....	8,276
Ordinary letters (including postal cards).....	361,984
Parcels and printed matter.....	196,890
Total	561,690

Table showing class and number of pieces of undelivered matter returned to and received from foreign countries.

Countries.	Returned.				Received.			
	Registered matter.	Ordinary letters.	Parcels and printed matter.	Total.	Registered matter.	Ordinary letters.	Parcels and printed matter.	Total.
Antigua.....		181		181		92		92
Argentina.....	180	1,192	582	1,904	219	3,964	21	4,204
Austria-Hungary.....	9,149	76,444	4,680	90,273				
Bahamas.....	4	681	7	702	1	468		469
Bangkok, Siam.....	1	29	3	33				
Barbados.....	7	506	18	533	3	594	195	792
Belgium.....	151	3,151	1,322	4,624				
Bermuda.....	14	704	17	735	2	900	21	923
Bolivia.....	1	30	10	41	2	126	13	141
Brazil.....	141	849	196	1,186	197	3,274	6,203	9,674
British Guiana.....	6	228	6	240	12	499	1,152	1,663
British Honduras.....	2	139	1	142		133		133
British India.....	42	1,527	1,178	2,747	31	1,790	18,498	20,319
Bulgaria.....	28	130	24	182				
Canada.....	1,022	113,154	5,512	119,688	407	94,178	21,850	116,436
Ceylon.....	3	127	29	159		127	19	146
Chile.....	39	543	143	725	11	1,157	3,846	5,014
Colombia.....	20	610	14	644	16	301	20	337
Costa Rica.....	13	274	9	296	8	571		579
Cuba.....	157	6,629	249	7,035	240	16,682	23,529	40,451
Danish West Indies.....	1	277	4	282		154		154
Denmark.....	109	4,393	528	5,080				
Dominica.....	5	30	1	36	4	28	34	66
Ecuador.....	4	171	13	188	3			8
Egypt.....	65	566	212	843	22	523	1,439	1,989
France.....	1,134	18,939	19,959	40,032		10,587	2,431	13,018
French West Indies.....	5	73		78		72	13	85
Germany.....	3,397	59,738	13,595	76,730				
Gibraltar.....	6	340	5	351		106	75	181
Great Britain.....	1,501	84,589	19,464	105,554	863	77,682	41,272	119,817
Greece.....	217	2,705	113	3,035				
Grenada.....	1	66	4	71		78	14	92
Guatemala.....	30	345	31	406	7	268	8	283
Hawaii.....	12	413	18	438				
Hayti.....	19	95	21	135		56	7	63
Honduras.....	4	191	41	236	14	487	24	525
Hongkong.....	52	1,183	50	1,285		828	873	1,701
Italy.....	5,303	69,454	7,914	82,671	5	6,099	2,280	8,384
Jamaica.....	13	1,077	21	1,111	7	1,974	6	1,987
Japan.....	1,173	8,870	787	10,830		3,793	2,746	6,539
Java (Netherlands Indies).....	18	83	31	132	2	43	13	58
Liberia.....	4	35	3	42		12		12
Luxemburg.....	56	384	23	463				
Malta.....	4	119	3	126				
Mauritius.....	4	14	13	31				
Mexico.....	213	19,654	583	20,450	397	10,544	1,181	12,122
Montserrat.....		25		25				
Netherlands.....	80	3,730	6,568	10,378	1	1,240	1,118	2,359
Netherlands West Indies.....	9	69	4	82		71	111	182
Nevis.....		21		21		3		3
Newfoundland.....	10	1,440	32	1,482	9	5,609	25	5,643
New South Wales.....	54	1,254	198	1,506	28	5,204	1,384	6,616
New Zealand.....	27	927	160	1,114	11	889	3,803	4,703
Nicaragua.....	7	262	10	279	8	251	15	274
Norway.....	188	10,657	1,011	11,856				
Paraguay.....	1	47	40	88	2			2
Persia.....	5	25		30				
Peru.....	21	252	98	371	13	580		545
Philippines.....	114	8,876	173	9,163	389	23,652	249	24,290
Portugal.....	344	5,885	253	6,482	57	597	798	1,452
Porto Rico.....	33	741	30	804	6	923	20	949

Table showing class and number of pieces of undelivered matter returned to and received from foreign countries—Continued.

Countries.	Returned.				Received.			
	Registered matter.	Ordinary letters.	Parcels and printed matter.	Total.	Registered matter.	Ordinary letters.	Parcels and printed matter.	Total.
Queensland	13	358	56	422	8	532	648	1,188
Roumania	338	7,921	167	8,426				
Russia	2,606	69,212	1,565	73,382				
St. Kitts	1	332	3	336	1	88	15	104
St. Lucia	1	83	1	85		62	2	64
St. Vincent		46		46		13	2	15
Salvador	9	80	37	126	18	592	1	611
Santo Domingo	4	152	5	161	6	296	1,437	1,738
Servia	13	39	1	53				
Shanghai, United States postal agency	8	24	16	48		100	3	108
Society Islands		13	2	15				
South African Republic	13	159	15	187	133	3,059	570	3,762
Spain	166	2,375	1,554	4,095	33	1,177	1,212	2,422
Straits Settlements	15	102	2	119		214	1	215
Surinam	3	44		47				
Sweden	203	18,765	1,230	20,198				
Switzerland	467	5,475	1,690	7,632				
Tasmania	4	3,165	10	3,179		95	1,086	1,191
Tobago								
Trinidad	7	335	19	361	7	443	48	498
Turkey	107	1,590	190	1,887				
Turks Islands	1	50	2	53		9		9
Uruguay	10	185	29	224	24	635	9	668
Venezuela	6	296	54	356	10			10
Victoria	25	767	254	1,046	22	1,489	2,931	4,442
Universal Postal Union					16	74,915	53,073	128,004
Miscellaneous					1	1,052	26	1,079
Grand total	29,192	626,718	93,921	749,831	3,276	361,934	196,380	561,590

Statement showing the classification, number, and disposition of dead registered letters received in the Dead-Letter Office during the fiscal year ended June 30, 1901.

Received.	Number.	Disposition.	Number.
Domestic:		Delivered unopened:	
Official	62	To foreign division	29,820
Ordinary	6,033	To Executive Departments	62
Request	5,966	Card and request	5,968
Foreign	29,820	Opened	6,031
Total	41,881	Total	41,881

Contents of letters opened.	Disposition of letters opened.				Total.
	Delivered.	Filed.		Outstanding and on hand.	
		Originally filed.	Returned and filed.		
Money	197	20	143	52	412
Drafts, money orders, etc	72	9	42	19	142
Photographs, receipts, stamps, etc	249	162	35	32	478
Merchandise	1,482	240	61	150	1,933
Nothing of value	203	2,579	187	97	3,066
Total	2,203	3,010	468	350	6,031

Statement showing the receipt, treatment, and disposition of parcels in the Dead-Letter Office for fiscal year ended June 30, 1901.

RECEIVED.

Addressed parcels:		
Verified with lists and recorded	369, 899	
Verified with lists and destroyed	33, 619	
		403, 518
Unaddressed parcels, including letters containing merchandise:		
Contents verified with lists and recorded	32, 291	
Total	435, 809	

Treatment:

Addressed parcels—

Forwarded to addresses or returned to senders	14, 246	
Delivered to other divisions for disposition	5, 793	
Destroyed; perishable and matter without value	11, 092	
Filed; no clew to owner ascertainable	24, 292	
Notices of detention sent	310, 514	
Verified with lists and destroyed	30, 759	
		396, 696

Unaddressed parcels—

Delivered to other divisions	4, 891	
Destroyed; perishable and matter without value	2, 860	
Filed; no clew to owner ascertainable	24, 540	
		32, 291

Addressed parcels in process of treatment

6, 822

Total

435, 809

DISPOSITION.

Delivered:

Forwarded or returned in treatment	14, 246	
Forwarded by mail on return of notice, etc.	232, 768	
Forwarded by express on return of notice, etc.	710	
Forwarded from receipts of previous year	19, 408	

Total

267, 132

Failed of delivery and returned and filed

877

Delivered or waiting delivery by postmasters

266, 255

Filed:

No clew to owner when examined or notices not returned	125, 868	
Sent to postmasters and returned	877	
		126, 745

Destroyed:

From lists	33, 619	
In treatment	11, 092	
		44, 711

Delivered to other divisions

10, 684

In process of treatment

6, 822

Total

455, 217

Delivered from receipts of previous years

19, 408

Total

435, 809

DIVISION OF CORRESPONDENCE.

It is the duty of the Division of Correspondence to answer all inquiries made of it by other divisions of the Department, postmasters, and others in the postal service, as to the proper construction to be placed upon the regulations or orders of the Postmaster-General, and to correspond with postmasters and the public upon miscellaneous subjects not directly assigned to other divisions

The division is also charged with the duty of preparing instructions as to the proper disposition to be made of mail matter the delivery of which is in dispute. This is an exceedingly important and delicate matter, involving, as it frequently does, vast commercial interests, the property rights of mail claimed by rival firms or corporations, or persons representing conflicting interests, being determined on the *prima facie* case presented to the Department. There are, on an average, about three such cases daily to be disposed of. The delivery of letters ought not, in many cases, to await the slow process of the courts, and postmasters, when in doubt, receive their instructions from the Department, which enable them to make immediate disposition of the mail on hand.

The decisions upon questions as to whether or not certain matter shall be accepted for mailing are prepared in this division. Scurrilous and threatening matter, or that which by its terms or manner or style of display is calculated to reflect injuriously upon another, is by law forbidden circulation in the mails when written or printed upon postal cards or upon the outside cover or wrapper. Obscene and indecent matter is also prohibited circulation in the mails. Decisions in these cases, however, are fraught with difficulties. The Department receives complaints from persons to whom advertisements have been sent, such as circulars and pamphlets, so covertly worded as to make it appear that certain obscene and indecent articles will be sent, when, as a matter of fact, in many cases the articles sent are of an entirely different nature and against which no objection can be raised. So-called medical pamphlets, which in many instances are laden with filthy cuts, indecent allusions and descriptions, also give rise to complaints from persons to whom such matter is sent. It has, however, been found to be exceedingly difficult to secure convictions for mailing obscene and indecent matter when the case is tried by jury and when full and convincing proof of the intent of the mailing party must be thoroughly established.

All questions concerning the right to use the penalty envelope, and its misuse, the right to the franking privilege, and its misuse, are also considered in this division. During the late campaign many attempts to use the Congressional frank were made by persons not authorized to use it, and in many cases matter not entitled to free transmission in the mails was sent under frank. However, no penalty is attached to the improper use of the frank, and it is therefore suggested that the attention of Congress be called to the matter, with a recommendation that a penalty be provided for the unlawful use of the frank of a member of Congress. A penalty of \$300 is provided for the unlawful use of the departmental envelope, although such envelopes are very rarely in the hands of others than sworn employees in the postal service, while the franked envelopes can be printed anywhere and are frequently in the hands of political committees and private individuals, who are not deterred from using them for mailing private matter by any penalty that can be collected. To this division is also assigned the duty of keeping a record of all official correspondence with the Philippine Islands.

TABLE A.

Allowances to third and fourth class post-offices in effect July 1, 1901.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
ALABAMA.					ALABAMA—CONT'D.				
Abbeville.....	4	\$828.91		\$150.00	Decatur.....	3	\$1,600.00	\$300.00	\$160.00
Adamsville.....	4	324.73		40.00	Delta.....	4	197.51		200.00
Addison.....	4	115.45		40.00	Demopolis.....	3	1,700.00	148.00	200.00
Alberta.....	4	227.10		60.00	Detroit.....	4	239.14		40.00
Albertville.....	4	988.87		140.00	Dolomite.....	4	277.72		40.00
Alexander City ¹	3	1,600.00	\$156.00	150.00	Dothan.....	3	1,600.00	290.00	500.00
Andalusia.....	4	1,000.00		150.00	Double Springs.....	4	233.64		60.00
Ariosto.....	4	115.80		20.00	Drycreek.....	4	18.55		50.00
Ashford.....	4	292.16		40.00	Dutton.....	4	84.48		25.00
Ashland.....	4	440.20		120.00	Edwardsville.....	4	441.49		180.00
Ashville.....	4	511.50		200.00	Elba.....	4	906.88		210.00
Athens.....	3	1,300.00	152.00	190.00	Eldridge.....	4	242.85		40.00
Atmore.....	4	787.01		60.00	Elkmont.....	4	308.10		50.00
Attalla.....	3	1,100.00	6.00	250.00	Elmore.....	4	281.74		80.00
Auburn.....	3	1,400.00	120.00	30.00	Elrod.....	4	92.60		60.00
Avondale.....	3	1,100.00	86.00		Ensley.....	3	1,700.00	405.00	
Ballard.....	4	41.48		40.00	Enterprise.....	4	839.18		100.00
Bangor.....	4	237.71		10.00	Epes.....	4	511.13		50.00
Bankston.....	4	268.41		40.00	Equality.....	4	214.58		40.00
Barton.....	4	151.03		80.00	Eta.....	4	48.27		50.00
Bay Minette.....	4	461.22		150.00	Ethelsville.....	4	124.69		100.00
Bearcreek.....	4	204.91		60.00	Etta.....	3	1,800.00	290.00	200.00
Bellemina.....	4	203.08		30.00	Eutaw.....	3	1,300.00	102.00	280.00
Benton.....	4	403.99		90.00	Evergreen.....	3	1,400.00	194.00	500.00
Berry Station.....	4	412.85		40.00	Fackler.....	4	230.26		40.00
Bessemer.....	3	1,900.00	240.00	50.00	Falkville.....	4	436.10		40.00
Blocton.....	3	1,400.00	136.00	40.00	Farley.....	4	94.13		30.00
Blount Spring.....	4	369.59		40.00	Faunsdale.....	4	760.33		50.00
Blountsville.....	4	354.58		120.00	Payette.....	4	894.81		200.00
Boaz.....	4	564.51		80.00	Fernbank.....	4	127.80		40.00
Boligee.....	4	334.09		50.00	Fitzpatrick.....	4	304.19		30.00
Brandon.....	4	57.85		40.00	Florida.....	4	450.48		40.00
Brantley.....	4	493.56		100.00	Forest Home.....	4	193.58		40.00
Brewton.....	3	1,500.00	195.00	50.00	Fort Deposit.....	4	625.98		50.00
Brompton.....	4	86.34		40.00	Fort Payne.....	3	1,000.00	164.00	800.00
Brownsboro.....	4	292.47		60.00	Fresco.....	4	101.81		40.00
Brundidge.....	4	574.78		100.00	Gadsden.....	3	1,900.00	358.00	200.00
Burnsville.....	4	158.57		40.00	Gainestown.....	4	153.69		200.00
Burntcorn.....	4	160.44		40.00	Gainesville.....	4	560.12		40.00
Butler.....	4	394.37		100.00	Garden City.....	4	174.04		100.00
Calera.....	4	657.70		40.00	Garland.....	4	200.82		40.00
Calhoun.....	4	362.14		50.00	Gaylesville.....	4	202.54		40.00
Calvert.....	4	214.77		40.00	Geneva.....	4	955.45		300.00
Camden.....	4	881.66		100.00	Georgiana.....	4	594.54		150.00
Carbonhill.....	4	768.90		60.00	Goodwater.....	4	693.35		150.00
Carrollton.....	4	595.03		80.00	Gordo.....	4	455.92		120.00
Carson.....	4	103.95		50.00	Gordon.....	4	306.23		50.00
Castleberry.....	4	456.74		40.00	Grant.....	4	75.94		90.00
Center.....	4	571.01		100.00	Greenhill.....	4	80.59		40.00
Centerville.....	4	737.35		60.00	Greensboro.....	3	1,500.00	380.00	
Chandler Spring.....	4	68.38		40.00	Greenville.....	3	1,600.00	262.00	800.00
Cherokee.....	4	376.74		40.00	Grimes.....	4	153.34		40.00
Childersburg.....	4	611.03		40.00	Guin.....	4	330.67		60.00
Citronelle.....	4	976.56		40.00	Gumpond.....	4	37.90		30.00
Clarkson.....	4	55.17		50.00	Guntersville.....	4	1,000.00		200.00
Clayton.....	4	1,000.00		100.00	Hacklevurg.....	4	125.67		40.00
Cobbville.....	4	144.42		40.00	Hadley.....	4	54.41		40.00
Collinsville.....	4	665.29		200.00	Haleysville.....	4	429.72		80.00
Coloma.....	4	50.80		40.00	Hamilton.....	4	409.10		76.00
Columbia.....	4	823.57		90.00	Hartford.....	4	450.49		100.00
Columbiana.....	4	707.44		60.00	Hartsella.....	4	902.92		800.00
Coker.....	4	93.15		50.00	Havana.....	4	150.42		40.00
Cordova.....	4	608.92		40.00	Hawthorne.....	4	132.07		40.00
Courtland.....	4	750.09		90.00	Heflin.....	4	563.17		150.00
Cranehill.....	4	56.07		40.00	Hillsboro.....	4	374.99		100.00
Crossville.....	4	127.02		100.00	Hines.....	4	50.61		40.00
Cullman.....	3	1,500.00	138.00	320.00	Hokesbluff.....	4	121.41		40.00
Cusseta.....	4	141.51		40.00	Houston.....	4	93.44		60.00
Dadeville.....	4	969.31		140.00	Hugent.....	4	60.84		40.00
Deatsville.....	4	236.02		40.00	Jackson.....	4	897.16		70.00

1 Temporary clerk hire Nov. 1, 1900, to Mar. 31, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
ALABAMA—cont'd.					ALABAMA—cont'd.				
Jacksonville	3	\$1,000.00	\$142.00	\$60.00	Portersville	4	\$194.83		\$80.00
James	4	305.77		80.00	Pratt City	3	1,400.00	\$220.00	70.00
Jamestown	4	92.03		40.00	Prattville	3	1,100.00	162.00	50.00
Jasper	3	1,400.00	161.00	150.00	Ramer	4	231.60		60.00
Jones Chapel	4	69.64		40.00	Redhill	4	100.06		40.00
Joner Switch	4	219.56		60.00	Reform	4	309.20		50.00
Joppe	4	155.02		30.00	Renfro	4	102.42		40.00
Keener	4	187.88		40.00	Riverton	4	230.08		50.00
Kellyton	4	229.81		80.00	Riverview	4	137.08		40.00
Kempeville	4	215.10		50.00	Roanoke	4	1,000.00		300.00
Kennedy	4	301.64		80.00	Rockford	4	314.41		70.00
Killen	4	95.79		40.00	Round Mountain	4	311.40		60.00
Laceys Spring	4	122.27		20.00	Russellville	3	1,100.00	120.00	200.00
Lafayette	3	1,100.00	100.00	60.00	Rutledge	4	196.71		30.00
Lawrence	4	109.80		80.00	St. Stephens	4	370.62		30.00
Leesburg	4	138.54		80.00	Scottsboro	3	1,100.00	100.00	250.00
Leighton	4	499.42		120.00	Searight	4	336.07		100.00
Letohatchee	4	359.02		60.00	Section	4	127.79		40.00
Limrock	4	207.44		40.00	Sheffield	3	1,500.00	116.00	100.00
Linden	4	394.06		60.00	Shell	4	94.05		40.00
Lineville	4	255.65		50.00	Shiloh	4	112.10		80.00
Linwood	4	164.29		80.00	Shorterville	4	160.95		50.00
Livingston	3	1,100.00	139.00	50.00	Sipsey	4	23.45		40.00
Long Island	4	99.21		60.00	Snowhill	4	367.99		40.00
Loulma	4	59.08		80.00	Sommerville	4	213.93		100.00
Luttrell	4	58.89		40.00	Sprague	4	126.24		20.00
Luverne	4	619.81		130.00	Springville	4	491.48		50.00
Lynn	4	121.96		50.00	Stevenson	4	667.20		50.00
McIntosh Bluff	4	185.88		40.00	Stroud	4	182.27		40.00
Madison Station	4	408.38		120.00	Sugar	4	38.26		40.00
Maplesville	4	375.26		100.00	Suggsville	4	215.31		75.00
Marion	3	1,500.00	188.00	78.00	Sulligent	4	457.68		300.00
Meridianville	4	172.27		40.00	Summerfield	4	139.01		50.00
Micaville	4	23.99		30.00	Sylacauga	4	985.73		50.00
Midland City	4	217.97		40.00	Talladega	3	1,900.00	283.00	600.00
Millport	4	312.91		40.00	Talladega Springs	4	233.65		40.00
Minter	4	258.35		80.00	Tallassee	4	833.80		100.00
Monroeville	4	496.05		180.00	Taylorville	4	137.07		20.00
Motes	4	50.37		80.00	Tenant	4	39.31		40.00
Motts Mill	4	123.88		40.00	Thomasville	4	988.48		200.00
Moulton	4	469.29		100.00	Towncreek	4	854.88		40.00
Mount Hope	4	231.25		100.00	Troy	3	1,800.00	297.00	500.00
Mount Pleasant	4	260.96		50.00	Turkeytown	4	55.88		40.00
Mount Willing	4	254.12		50.00	Tuscumbia	3	1,500.00	150.00	190.00
Mumford	4	208.95		40.00	Tuskegee	3	1,700.00	280.00	1,200.00
Nauvoo	4	267.20		40.00	Tyler	4	101.95		40.00
Nebo	4	39.33		40.00	Union Springs	3	1,500.00	234.00	60.00
Nesmith	4	41.84		40.00	Uniontown	3	1,300.00	150.00	40.00
Newbern	4	428.11		30.00	Valleyhead	4	348.78		100.00
New Decatur	3	1,700.00	350.00		Verbena	4	883.15		70.00
Newton	4	504.00		80.00	Vernon	4	326.13		100.00
Northport	4	349.67		100.00	Victoria	4	139.63		50.00
Oakbowery	4	132.78		40.00	Vincent	4	361.06		40.00
Oakman	4	468.24		30.00	Walker Springs	4	280.22		100.00
Oleander	4	190.27		40.00	Walnutgrove	4	227.61		50.00
Omaha	4	57.98		40.00	Warrenton	4	148.12		60.00
Omega	4	131.70		80.00	Warrior	4	654.38		80.00
Oneonto	4	560.16		80.00	Waverly	4	258.26		40.00
Orrville	4	390.62		40.00	Wedowee	4	333.43		100.00
Oxford	3	1,100.00	140.00	390.00	Welsh	4	64.98		40.00
Ozark	3	1,100.00	175.00	300.00	Wetumka	4	1,000.00		300.00
Paint Rock	4	344.87		40.00	Whatley	4	274.42		70.00
Pansey	4	114.38		90.00	Whiteoak Spring	4	114.86		70.00
Patsburg	4	93.21		40.00	Whitney	4	96.36		70.00
Pelham	4	180.62		40.00	Winfield	4	362.47		60.00
Pell City	4	209.14		70.00	Woodville	4	253.04		90.00
Perduehill	4	283.56		70.00	York Station	4	577.95		200.00
Peters	4	50.87		20.00					
Phoenix	4	862.22		210.00					
Piedmont	4	888.92		80.00					
Pinckard	4	360.42		180.00					
Pineapple	4	410.68		76.00					
Pinehill	4	424.42		100.00					
Pointclear	4	251.67		100.00					
					ALASKA.				
					Circle	4	240.21		750.00
					Eagle	4	264.14		500.00
					Fort Wrangel	4	672.16		300.00
					Homer	4	72.08	120.00	

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of postmaster July 1, 1901.	Allowances.		Office.	Class.	Salary of postmaster July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
ALASKA—cont'd.					ARKANSAS—cont'd.				
Juneau ¹	3	\$1,600.00	\$460.00	\$1,100.00	Blackrock.....	3	\$1,100.00	\$170.00	\$50.00
Ketchikan.....	4	799.30		720.00	Bonanza.....	4	557.65		40.00
Nome.....	3	1,700.00		1,400.00	Bono.....	4	265.30		70.00
Rampart.....	4	223.42		500.00	Booneville.....	4	928.00		40.00
St. Michael.....	4	592.79		1,800.00	Boonsboro.....	4	268.73		80.00
Sitka.....	4	676.67		240.00	Boothe.....	4	102.38		30.00
Skagway.....	3	1,800.00	460.00	4,500.00	Boston.....	4	115.85		60.00
Tanana.....	4	183.17		800.00	Bradford.....	4	440.55		40.00
Tyoonok.....	4	714.73		100.00	Brinkley.....	3	1,400.00	168.00	180.00
Unga.....	4	53.14		60.00	Brister.....	4	121.18		60.00
Valdez.....	4	507.54		600.00	Bryant.....	4	240.86		40.00
ARIZONA.					Buckner.....	4	370.52		50.00
Ashfork.....	4	634.68		200.00	Buford.....	4	82.85		30.00
Benson.....	4	795.23		100.00	Butterfield.....	4	43.42		40.00
Campverde.....	4	311.53		50.00	Cabot.....	4	539.10		40.00
Casagrande.....	4	374.79		100.00	Caglesville.....	4	77.56		40.00
Chrystoval.....	4	64.39		40.00	Camden.....	3	1,900.00		200.00
Clifton.....	3	1,600.00	166.00	100.00	Casscoe.....	4	99.50		40.00
Cochise.....	4	316.28		40.00	Cauthron.....	4	110.30		30.00
Dewey.....	4	211.03		40.00	Cave City.....	4	171.56		120.00
Flagstaff.....	3	1,600.00	284.00	100.00	Cedarglades.....	4	93.03		40.00
Florence.....	4	892.07		100.00	Centerhill.....	4	109.47		40.00
Globe.....	3	1,700.00	265.00	170.00	Centerpoint.....	4	449.50		100.00
Hargua Hala.....	4	68.43		40.00	Centerville.....	4	194.02		80.00
Holbrook.....	4	754.25		500.00	Centerville.....	4	63.76		20.00
Hot Springs.....	4	223.28		60.00	Charleston.....	4	387.68		40.00
Jerome.....	3	1,600.00	331.00	600.00	Cincinnati.....	4	257.96		80.00
Junction.....	4	265.94		90.00	Clarendon.....	3	1,400.00	184.00	80.00
Kingman.....	3	1,200.00	198.00	180.00	Clarksburg.....	3	1,200.00	168.00	300.00
Kirkland.....	4	250.80		60.00	Clearspring.....	4	78.92		40.00
Mammoth.....	4	298.10		50.00	Clinton.....	4	305.98		400.00
Martinez.....	4	223.72		70.00	Conway.....	3	1,500.00	172.00	300.00
Mesa.....	3	1,400.00	144.00	40.00	Copeland.....	4	42.21		20.00
Morenci.....	3	1,400.00	174.00		Crowley.....	4	58.49		40.00
Naco.....	4	767.12		300.00	Cushman.....	4	353.93		300.00
Nogales.....	3	1,600.00	196.00	600.00	Daleville.....	4	239.12		50.00
Safford.....	3	1,100.00	140.00		Danville.....	4	691.10		340.00
Sentinel.....	4	72.29		40.00	Dardanelle.....	3	1,400.00	218.00	300.00
Tempe.....	3	1,200.00	185.00	40.00	Davis.....	4	32.75		90.00
Tevison.....	4	367.37		300.00	Deckerville.....	4	371.07		40.00
Wickenburg.....	4	476.85		40.00	Decatur.....	4	265.94		40.00
Willcox.....	3	1,100.00	174.00	200.00	Delight.....	4	205.03		40.00
Williams.....	3	1,500.00	49.00	500.00	Dennard.....	4	37.98		80.00
Winslow.....	3	1,400.00	140.00		De Queen.....	3	1,200.00		120.00
Yuma.....	3	1,500.00	228.00	100.00	Dermott.....	4	950.85		30.00
ARKANSAS.					Devall Bluff.....	4	765.87		40.00
Adler.....	4	109.46		20.00	Dewitt.....	4	753.54		150.00
Alco.....	4	137.13		40.00	Diamond.....	4	100.43		40.00
Alexander.....	4	231.56		25.00	Dover.....	4	245.40		60.00
Altheimer.....	4	426.33		40.00	Dwight.....	4	150.62		40.00
Altus.....	4	508.49		100.00	Edmondson.....	4	235.62		40.00
Antoine.....	4	250.20		50.00	Eglantine.....	4	91.98		80.00
Appleton.....	4	129.65		60.00	Eldorado.....	3	1,200.00	186.00	500.00
Argenta.....	3	1,500.00	225.00		Emerson.....	4	139.78		40.00
Arkadelphia.....	3	1,700.00	290.00	300.00	Evansville.....	4	149.45		100.00
Arkansas City.....	3	1,000.00	160.00	150.00	Evening Shade.....	4	383.87		100.00
Ashdown.....	4	636.09		50.00	Fairoaks.....	4	186.24		50.00
Ashflat.....	4	276.53		200.00	Fordyce.....	3	1,400.00	111.00	
Atkins.....	4	660.25		50.00	Formosa.....	4	67.14		40.00
Augusta.....	3	1,100.00	170.00	40.00	Forest City.....	3	1,600.00	300.00	100.00
Austin.....	4	651.40		60.00	Fort Douglas.....	4	39.81		80.00
Auvergne.....	4	211.35		50.00	Galena.....	4	66.85		50.00
Baldknob.....	4	645.65		30.00	Gann.....	4	56.94		40.00
Bardstown.....	4	212.33		60.00	Garner.....	4	214.77		40.00
Batesville.....	3	1,600.00	232.00	300.00	Gentry.....	4	510.71		100.00
Beebe.....	4	980.01		100.00	Gillham.....	4	480.60		60.00
Belleville.....	4	390.76		50.00	Grandlake.....	4	491.20		50.00
Benton.....	4	888.52		300.00	Gravette.....	4	793.70		300.00
Bentonville.....	3	1,400.00	145.00	300.00	Green Forest.....	4	551.96		60.00
Berryville.....	4	701.54		200.00	Greenwood.....	4	438.47		80.00
					Gurdon.....	4	910.93		130.00
					Hamburg.....	3	1,200.00	173.00	150.00
					Hardy.....	4	630.10		160.00
					Harrison.....	3	1,400.00	288.00	600.00

¹ \$150 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
ARKANSAS—cont'd.					ARKANSAS—cont'd.				
Hearn	4	\$55.24		\$130.00	Piggott	4	\$734.93		\$40.00
Heber	4	559.74		120.00	Pike	4	591.71		60.00
Higginson	4	268.09		200.00	Plumerville	4	664.28		400.00
Hiram	4	77.59		40.00	Pocahontas	4	1,000.00		360.00
Hollygrove	4	626.67		20.00	Poplar Grove	4	283.22		100.00
Hollysprings	4	185.10		40.00	Postelle	4	102.23		40.00
Hope	3	1,600.00	\$221.00	400.00	Potter	4	167.33		40.00
Horatio	4	599.05		100.00	Prairie Grove	4	463.15		60.00
Hoxie	4	349.72		150.00	Prescott	3	1,500.00	\$200.00	250.00
Huntington	3	1,000.00	152.00	80.00	Princeton	4	226.71		80.00
Huntville	4	539.92		100.00	Quitman	4	440.80		40.00
Imboden	4	667.01		100.00	Rallyhill	4	73.97		160.00
Jacksonville	4	264.60		70.00	Randall	4	55.58		40.00
Jasper	4	342.91		80.00	Ravana	4	111.75		40.00
Jenny Lind	4	566.35		40.00	Ravenden	4	213.40		40.00
Judsonia	4	758.86		130.00	Rector	4	1,000.00		40.00
Junction	3	1,300.00	134.00	300.00	Roe	4	255.46		50.00
Kedron	4	166.92		60.00	Rogers	3	1,600.00	250.00	430.00
Kensett	4	170.93		100.00	Rosston	4	109.11		40.00
Kingsland	4	799.30		150.00	Rover	4	177.10		50.00
Lacrosse	4	129.60		40.00	Rupert	4	27.24		40.00
Lake City	4	486.29		60.00	Russellville	3	1,400.00	125.00	300.00
Lavaca	4	198.88		40.00	Sage	4	45.56		40.00
Leadhill	4	344.19		70.00	St. James	4	103.02		50.00
Leslie	4	153.90		140.00	Salem	4	507.63		170.00
Lexa	4	215.88		100.00	Sayre	4	324.47		40.00
Lonerock	4	138.07		40.00	Searcy	3	1,600.00	254.00	700.00
London	4	206.32		40.00	Settlement	4	126.85		40.00
Lono	4	121.40		50.00	Sheridan	4	249.53		45.00
Lonoke	3	1,200.00	152.00	230.00	Siloam Springs	3	1,500.00	232.00	200.00
Luna Landing	4	267.29		40.00	Smithton	4	311.39		100.00
Luxora	4	925.53		160.00	Snyder	4	157.06		20.00
McCrory	4	624.98		80.00	Solgochachia	4	137.07		40.00
McNeill	4	277.93		230.00	Spadra	4	217.22		60.00
Magazine	4	653.20		80.00	Sparkman	4	119.62		40.00
Magnolia	3	1,200.00	93.00	300.00	Springdale	3	1,400.00	163.00	250.00
Malvern	3	1,200.00	124.00	300.00	Springfield	4	201.58		50.00
Mammoth Spring	3	1,100.00	164.00	250.00	Stamp	4	1,000.00		200.00
Mansfield	4	584.88		240.00	Stephens	4	498.69		100.00
Marianna	3	1,500.00	300.00	70.00	Stuttgart	3	1,400.00	230.00	250.00
Marshall	4	408.96		180.00	Sulphur Rock	4	411.15		180.00
Marvell	4	497.62		40.00	Swain	4	93.44		40.00
Maxville	4	50.64		60.00	Tanaw	4	161.63		70.00
Melbourne	4	443.19		140.00	Tiehnor	4	106.35		40.00
Mena	3	1,700.00	350.00	300.00	Tillar	4	414.24		50.00
Mist	4	150.99		40.00	Timbo	4	96.60		40.00
Monticello	3	1,400.00	272.00	250.00	Tuckerman	4	460.04		40.00
Montrose	4	327.33		80.00	Tulp	4	126.75		40.00
Morganton	4	98.63		50.00	Vanburen ¹	3	1,700.00	350.00	250.00
Morrilton	3	1,400.00	230.00	200.00	Vanduzer	4	61.09		40.00
Mountainhome	4	621.56		250.00	Vanner	4	279.02		50.00
Mountainview	4	835.24		100.00	Viola	4	231.89		70.00
Mount Ida	4	247.38		100.00	Waldo	4	648.04		40.00
Mount Pisgah	4	96.11		70.00	Waldron	4	580.24		200.00
Murillo	4	77.15		40.00	Wallaceburg	4	191.29		60.00
Nashville	3	1,200.00	76.00	400.00	Walnutridge	3	1,200.00	110.00	150.00
Nettleton	4	541.91		300.00	Warren	3	1,200.00	136.00	150.00
New Lewisville	4	855.18		60.00	Webb City	4	226.42		70.00
Newport	3	1,900.00	236.00	1,100.00	Wickes	4	269.19		40.00
Nimrod	4	46.87		30.00	Wideners	4	218.95		40.00
Oak Grove	4	74.40		10.00	Williford	4	249.05		40.00
Okolona	4	475.24		50.00	Wilmar	4	726.19		40.00
Oceola	3	1,100.00	174.00		Wilton	4	300.08		70.00
Oxford	4	134.75		40.00	Winslow	4	459.30		60.00
Ozark	4	548.46		150.00	Winthrop	4	639.83		80.00
Ozone	4	107.28		40.00	Wolf Bayou	4	103.52		40.00
Pangburn	4	119.49		40.00	Wynne	3	1,400.00	128.00	200.00
Paragould	3	1,700.00	354.00	250.00	Yellville	4	797.51		150.00
Paris	4	894.05		150.00	Yorktown	4	73.52		60.00
Parkdale	4	412.10		40.00					
Peach Orchard	4	242.15		40.00	CALIFORNIA.				
Perry	4	258.66		100.00	Ager	4	231.33		80.00
Perryville	4	285.12		100.00	Alma	4	291.20		40.00
Pettigrew	4	395.06		90.00					

¹ \$50 temporary clerk hire, Apr. 1 to June 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
CALIFORNIA—c't'd.					CALIFORNIA—c't'd.				
Amedee	4	\$359.84		\$120.00	Kern	3	\$1,500.00	\$104.00	\$300.00
Anaheim	3	1,400.00	\$100.00		King City	4	745.85		60.00
Angels Camp	3	1,600.00	292.00	150.00	Korbel	4	268.12		50.00
Antioch	3	1,100.00	164.00	30.00	Kramer	4	115.08		60.00
Arcata	3	1,200.00	205.00	300.00	Lakeport	3	1,200.00	174.00	200.00
Avalon ¹	4	1,000.00			Lancaster	4	298.78		120.00
Azusa	3	1,100.00	150.00		Laporte	4	425.90		60.00
Benecia	3	1,500.00	225.00	40.00	Larkspur ⁴	4	254.39		
Berendo	4	206.93		60.00	Laytonville	4	259.56		120.00
Bieber	4	329.43		180.00	Le Grand	4	331.53		40.00
Blake	4	191.08		50.00	Lincoln	3	1,400.00	175.00	
Blacksburg	4	287.45		80.00	Livermore	3	1,600.00	328.00	160.00
Bodie	3	1,000.00	196.00	300.00	Lodi	3	1,300.00	230.00	200.00
Bradley	4	335.43		40.00	Lompoc	3	1,300.00	146.00	
Burbank	4	485.70		20.00	Longbeach ⁵	3	1,900.00	420.00	
Caliente	4	183.60		120.00	Lookout	4	149.35		40.00
Calistoga	3	1,200.00	168.00	250.00	Los Gatos	3	1,800.00	60.00	90.00
Campbell	3	1,100.00	156.00		Los Olivos	4	172.09		60.00
Capitola ²	4	595.21			Madera	3	1,800.00	246.00	350.00
Castella	4	260.27		50.00	Madrona	4	179.56		40.00
Cedarville	4	613.69		50.00	Manvel	4	483.53		60.00
Chatsworth	4	339.63		50.00	Mariposa	4	860.42		100.00
Chinese Camp	4	585.54		100.00	Martinez	3	1,600.00	292.00	200.00
Citrus	4	122.11		40.00	Mendocino	4	732.99		100.00
Cloverdale	3	1,300.00	150.00	150.00	Menlopark	3	1,100.00	168.00	
Colfax	4	948.95		150.00	Merced	3	1,800.00	59.00	330.00
Colton	3	1,400.00	210.00	40.00	Milton	4	457.39		100.00
Colusa	3	1,700.00	220.00		Modesto	3	1,700.00	25.00	
Cool	4	150.12		60.00	Mojave	4	672.32		150.00
Corning	3	1,600.00	240.00	80.00	Mokelumne Hill	4	619.73		100.00
Corona	3	1,400.00	224.00	40.00	Monrovia	3	1,200.00	164.00	
Coronado ³	3	1,700.00	170.00	360.00	Montalvo	4	256.68		60.00
Cottonwood	4	810.78		80.00	Monterey	3	1,600.00	295.00	50.00
Covina	3	1,300.00	196.00		Montgomery Creek	4	204.03		40.00
Crockett	3	1,200.00	174.00		Mountainview	3	1,100.00	117.00	
Davisville	4	780.51		40.00	National City	4	1,000.00		40.00
Dixon	3	1,500.00	232.00		Needles	3	1,300.00	173.00	
Drytown	4	229.74		30.00	Neenach	4	60.97		40.00
Dunsmuir	3	1,300.00	140.00		Nestor	4	288.74		50.00
El Cajon	4	505.26		50.00	Newcastle	3	1,400.00	223.00	40.00
Elk Grove	4	506.14		50.00	Newman	3	1,200.00	174.00	
El Toro	4	292.02		25.00	North Cucamonga	4	228.82		60.00
Encinitas	4	256.48		40.00	North Ontario	3	1,100.00	174.00	
Escondido	3	1,300.00	205.00	150.00	North San Diego	4	118.83		40.00
Exeter	4	498.07		160.00	Norwalk	4	65.13		20.00
Fallriver Mills	4	278.80		70.00	Oakdale	3	1,300.00	192.00	250.00
Ferndale	3	1,400.00	166.00	200.00	Oceanside ²	4	869.43		
Fillmore	4	532.32		30.00	Oceanside	4	892.96		100.00
Folsom City	4	1,000.00		60.00	Ontario	3	1,600.00	296.00	50.00
Foresthill	4	560.19		50.00	Orange	3	1,400.00	230.00	60.00
Fort Bragg	3	1,200.00	166.00	80.00	Oroville	3	1,800.00	236.00	650.00
Fort Jones	4	984.37		100.00	Oxnard	3	1,500.00	240.00	
French Gulch	4	438.84		30.00	Pacific Grove ¹	3	1,700.00	300.00	
Fruitvale	3	1,100.00	106.00	40.00	Paloalto	3	1,800.00	261.00	30.00
Fullerton	3	1,200.00	140.00		Paso Robles	3	1,500.00	304.00	50.00
Garberville	4	290.83		40.00	Perris	4	1,000.00		60.00
Gilroy	3	1,600.00	294.00	210.00	Picard	4	161.72		60.00
Glendale	4	343.18		60.00	Placerville	3	1,700.00	331.00	500.00
Goshen	4	211.66		80.00	Pleasanton	3	1,200.00	166.00	
Harris	4	182.75		80.00	Pleyto	4	161.72		30.00
Hayward	3	1,600.00	264.00	40.00	Point Reyes Station	4	293.04		40.00
Healdsburg	3	1,800.00	333.00		Pallasky	4	156.10		60.00
Highland	4	982.85		60.00	Port Costa	4	573.08		50.00
Hollister	3	1,700.00	235.00		Portersville	3	1,700.00	234.00	200.00
Hupa	4	296.33		150.00	Presidio	3	1,600.00		
Hopland	4	448.11		40.00	Quincy	4	722.23		90.00
Isabella	4	120.57		30.00	Ramona	4	411.15		160.00
Jackson	3	1,600.00	250.00	200.00	Randsburg	3	1,100.00	223.00	
Johannesburg	4	499.37		80.00	Raymond	4	625.42		350.00
Junction City	4	291.82		80.00	Redwood City	3	1,600.00	275.00	160.00
Keeler	4	173.21		150.00	Rivista	3	1,000.00	130.00	

¹\$300 temporary clerk hire, July 1 to Sept. 30, 1901.²\$50 temporary clerk hire, July 1 to Sept. 30, 1901.³\$50 temporary clerk hire, Nov. 1900, 1 to Mar. 31, 1901.⁴\$25 temporary clerk hire, July 1 to Sept. 30, 1901.⁵\$600 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
CALIFORNIA—c't'd.					COLORADO—cont'd.				
Rutherford.....	4	\$339.60		\$20.00	Buenavista.....	3	\$1,500.00	\$172.00	\$100.00
Saint Helena.....	3	1,700.00	\$298.00	40.00	Burlington.....	4	526.36		50.00
San Andreas.....	4	969.78		60.00	Carbondale.....	4	632.29		100.00
Sanger.....	3	1,100.00	94.00	60.00	Cardiff.....	4	511.24		60.00
San Geronimo.....	4	178.05		40.00	Central City.....	3	1,800.00	342.00	700.00
San Jacinto.....	3	1,200.00	225.00	60.00	Claremont.....	4	161.08		24.00
San Leandro.....	3	1,500.00	212.00		Collbran.....	4	297.01		40.00
San Luis Obispo.....	3	1,900.00	410.00	210.00	Colorado City ²	3	1,700.00	381.00	
San Mateo.....	3	1,600.00	202.00	50.00	Cotopaxi.....	4	281.58		70.00
San Miguel.....	4	775.27		150.00	Coventry.....	4	65.62		40.00
San Pedro.....	3	1,300.00	174.00		Craig.....	4	524.18		100.00
Santa Clara.....	3	1,700.00	800.00		Crested Butte.....	3	1,000.00	166.00	50.00
Santa Maria.....	3	1,400.00	218.00	40.00	Debeque.....	4	532.31		100.00
Santa Monica ¹	3	1,700.00	298.00	100.00	Del Norte.....	3	1,400.00	172.00	80.00
Santa Paula.....	3	1,600.00	214.00		Delta.....	3	1,600.00	230.00	320.00
Saticoy.....	4	520.10		40.00	Dillon.....	4	454.90		120.00
Sausalito.....	3	1,400.00	196.00		Divide.....	4	488.49		40.00
Scotia.....	4	581.05		150.00	Eaton.....	3	1,100.00	194.00	
Sebastopol.....	3	1,000.00	164.00		Eden.....	4	60.53		40.00
Selma.....	3	1,600.00	231.00		Elbert.....	4	464.67		40.00
Shingle.....	4	238.21		80.00	Eldora.....	4	807.55		40.00
Slason.....	3	1,400.00	118.00	120.00	Elizabeth.....	4	423.66		60.00
Sites.....	4	270.43		60.00	Flagler.....	4	266.02		30.00
Smiths Ranch.....	4	166.28		40.00	Fleming.....	4	84.68		40.00
Soldiers Home.....	3	1,400.00	G. B.		Fort Logan ⁴	4	619.02		
Soledad.....	4	524.42		40.00	Fort Morgan.....	3	1,300.00	194.00	200.00
Sonoma.....	3	1,000.00	175.00		Georgetown.....	3	1,400.00	250.00	200.00
Sonora.....	3	1,700.00	234.00	210.00	Gillett.....	3	1,100.00	350.00	
Stanford University.....	3	1,600.00	400.00		Glenwood Springs.....	3	1,800.00	420.00	90.00
Suisun City.....	3	1,400.00	258.00	540.00	Golden.....	3	1,700.00	316.00	
Sunnyvale.....	4	193.64	193.64	40.00	Goldfield.....	3	1,500.00	174.00	
Susanville.....	3	1,100.00	144.00	150.00	Gunnison.....	3	1,600.00	120.00	100.00
Suttercreek.....	3	1,300.00	196.00		Holyoke.....	4	806.14		60.00
Taylor.....	3	1,100.00	85.00	50.00	Hooper.....	4	898.79		100.00
Threerivers.....	4	190.27		40.00	Hotchkiss.....	4	831.21		100.00
Tia Juana.....	4	57.41		40.00	Idaho Springs.....	3	1,900.00	172.00	40.00
Tollhouse.....	4	129.81		50.00	Ignacio.....	4	202.84		80.00
Tracy.....	4	720.28		70.00	Independence.....	3	1,100.00	84.00	60.00
Tres Pinos.....	4	415.34		100.00	Iola.....	4	157.35		60.00
Truckee.....	3	1,700.00	225.00	100.00	Julesburg.....	4	777.79		90.00
Tulare.....	3	1,700.00	360.00		Lajara.....	4	622.27		150.00
Ukiah.....	3	1,700.00	310.00	300.00	Lajunta.....	3	1,900.00	331.00	1,000.00
Vacaville.....	3	1,900.00	250.00		Lake City.....	3	1,400.00	170.00	140.00
Valleyford.....	4	256.41		20.00	Lake George.....	4	127.62		40.00
Valley Springs.....	4	604.25		200.00	Lamar.....	3	1,600.00	170.00	150.00
Ventura.....	3	1,900.00	356.00	160.00	Landsman.....	4	37.40		40.00
Victor.....	4	408.50		40.00	Larkspur.....	4	205.84		40.00
Walnut Creek.....	4	602.67		50.00	Las Animas.....	3	1,400.00	160.00	
Weaverville.....	3	1,300.00	146.00	200.00	Loveland.....	3	1,600.00	350.00	50.00
Wheatland ²	4	961.02			Ludlow.....	4	159.29		40.00
Whittier.....	3	1,500.00	180.00		Lyons.....	4	714.42		70.00
Williams.....	4	894.00		50.00	McCoy.....	4	166.01		150.00
Willow.....	3	1,400.00	232.00	150.00	Manitou.....	3	1,700.00	355.00	1,000.00
Winchester.....	4	195.93		40.00	Meeker.....	3	1,000.00	170.00	200.00
Winters.....	3	1,400.00	228.00		Moffat.....	4	832.92		90.00
Wrights.....	4	478.45		30.00	Montevista.....	3	1,600.00	294.00	
Yreka.....	3	1,700.00	326.00	300.00	Montrose.....	3	1,700.00	57.00	
Yuba City.....	3	1,200.00	158.00	100.00	Morrison.....	4	517.83		80.00
Zenia.....	4	59.73		40.00	Naturita.....	4	115.82		70.00
COLORADO					Nyburg.....	4	70.42		50.00
Agate.....	4	139.89		40.00	Ouray.....	3	1,900.00	300.00	300.00
Aguliar.....	4	610.63		40.00	Parker.....	4	288.87		40.00
Akron.....	4	829.58		150.00	Parlin.....	4	111.58		30.00
Alamosa.....	3	1,500.00	284.00	150.00	Petersburg.....	4	170.34		60.00
Amethyst.....	3	1,400.00	358.00	80.00	Peyton.....	4	285.72		50.00
Antonito.....	4	627.98		200.00	Pinnacle.....	4	96.24		40.00
Axial.....	4	97.32		60.00	Placerville.....	4	163.32		80.00
Bedrock.....	4	113.16		50.00	Redcliff.....	4	636.89		80.00
Blackhawk.....	3	1,200.00	200.00	50.00	Rico.....	3	1,100.00	175.00	90.00
Breckenridge.....	3	1,500.00	1 00		Rifle.....	4	906.24		150.00
					San Luis.....	4	444.74		100.00
					Sapinero.....	4	302.66		50.00
					Sharpdale.....	4	65.28		40.00

¹\$150 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$300 temporary clerk hire, July 1 to Sept. 30, 1901.

⁴\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.		Class.	Allowances.			Office.		Class.	Allowances.		
	Salary of post-master July 1, 1901.		Rent, fuel, and light.	Clerk hire for separating service.		Salary of post-master July 1, 1901.	Rent, fuel, and light.		Clerk hire for separating service.		
COLORADO—cont'd.					CONNECTICUT—c't'd.						
Silvercliff.....	4		\$920.61		\$110.00	Stratford.....	3	\$1,400.00	\$209.00	\$100.00	
Silverton.....	3		1,700.00	\$180.00	300.00	Suffield.....	3	1,300.00	150.00		
South Platte.....	4		107.76		60.00	Terryville.....	3	1,400.00	164.00		
Springfield.....	4		219.21		80.00	Thomaston.....	3	1,600.00	306.00	200.00	
Steamboat Springs.....	4		381.23		90.00	Thompsonville.....	3	1,600.00	288.00		
Sterling.....	3		1,600.00	290.00	160.00	Turnerville.....	4	245.85		50.00	
Stonewall.....	4		87.52		30.00	Unionville.....	3	1,500.00	220.00		
Village Grove.....	4		426.16		180.00	Watertown.....	3	1,400.00	124.00	70.00	
Walden.....	4		449.86		40.00	Waterville.....	3	1,300.00	200.00		
Walsenburg.....	3		1,400.00	168.00	200.00	Westport.....	3	1,700.00	165.00		
Walcott.....	4		320.86		300.00	West Redding.....	3	183.57		30.00	
Woodland Park.....	4		498.20		70.00	Windsor.....	3	1,500.00	179.00	100.00	
Wray.....	4		866.16		50.00	Woodbury.....	4	757.42		80.00	
Yampa.....	4		356.98		100.00						
CONNECTICUT.					DELAWARE.						
Bethel.....	3		1,500.00	234.00	140.00	Bridgeville.....	4	1,000.00		60.00	
Branford.....	3		1,700.00	296.00	70.00	Camden.....	4	556.66		50.00	
Bridgewater.....	3		1,700.00	190.00		Clayton.....	3	1,300.00	168.00		
Canaan.....	3		1,400.00	109.00	200.00	Delaware City.....	3	1,400.00	148.00	60.00	
Chester.....	3		1,200.00	146.00		Delmar.....	4	881.09		70.00	
Clinton.....	3		1,300.00	126.00		Felton.....	4	618.57		150.00	
Clintonville.....	3		1,500.00	256.00	60.00	Frankford.....	4	285.29		100.00	
Colchester.....	3		1,600.00	227.00	150.00	Georgetown.....	3	1,400.00	190.00	400.00	
Collinsville.....	3		1,400.00	150.00	40.00	Greenwood.....	4	498.15		80.00	
Cornwall Bridge.....	4		373.50		150.00	Harrington.....	3	1,100.00	150.00	150.00	
Danielson.....	3		1,900.00	310.00	300.00	Kirkwood.....	4	243.06		100.00	
Deepriver.....	3		1,600.00	254.00		Laurel.....	3	1,400.00	164.00	150.00	
East Berlin.....	3		1,400.00	150.00		Lewis.....	3	1,500.00	196.00	400.00	
East Haddam.....	3		1,100.00	90.00	100.00	Middletown.....	3	1,700.00	254.00	250.00	
East Hampton.....	3		1,600.00	107.00		Milford.....	3	1,600.00	256.00	80.00	
East Hartford.....	3		1,400.00	210.00		Montchanin.....	4	289.61		60.00	
Essex.....	3		1,700.00	155.00		Newark.....	3	1,700.00	300.00	250.00	
Fairfield.....	3		1,400.00	171.00		Newcastle.....	3	1,200.00	100.00		
Falls Village.....	4		779.65		80.00	Porters.....	4	160.64		40.00	
Farmington.....	3		1,200.00	75.00		Seaford.....	3	1,600.00	202.00	200.00	
Glastonbury.....	3		1,500.00	185.00	40.00	Shelbyville.....	4	271.94		40.00	
Groton.....	3		1,300.00	174.00	40.00	Smyrna.....	3	1,600.00	200.00		
Gulfport.....	3		1,500.00	165.00		Stanton.....	4	306.39		20.00	
Hamden.....	4		456.81		200.00	Townsend.....	4	652.17		60.00	
Hawleyville.....	4		394.76		100.00	Woodsides.....	4	183.67		60.00	
Hockanum.....	4		267.07		50.00	Wyoming.....	4	542.69		80.00	
Jewett City.....	3		1,500.00	347.00	100.00						
Killingly.....	4		1,000.00		200.00	DISTRICT OF COLUMBIA.					
Lakeville.....	3		1,500.00	198.00		Deanewood.....	4	92.19		75.00	
Litchfield.....	3		1,700.00	331.00	60.00	Pathfinder.....	3	1,100.00	140.00		
Manchester.....	3		1,600.00	206.00							
Mansfield Depot.....	4		214.19		40.00	FLORIDA.					
Milford.....	3		1,800.00	360.00		Ankona.....	4	249.01		40.00	
Milldale.....	4		388.26		40.00	Apalachicola.....	3	1,500.00	210.00	40.00	
Moosup.....	3		1,100.00	102.00		Arcadia.....	3	1,300.00	180.00	150.00	
Mystic.....	3		1,700.00	266.00	100.00	Archer.....	4	464.45		50.00	
New Canaan.....	3		1,600.00	460.00	70.00	Argyle.....	4	146.63		40.00	
New Hartford.....	3		1,400.00	210.00	140.00	Aucilla.....	4	241.20		50.00	
Niantic.....	3		1,100.00	198.00	160.00	Bartow.....	3	1,700.00	316.00	610.00	
Norfolk.....	3		1,500.00	198.00		Beresford.....	4	93.43		100.00	
Northford.....	3		1,000.00	125.00		Bloomington.....	4	69.80		40.00	
North Haven ^s	3		1,500.00	165.00		Blountstown.....	4	206.84		40.00	
North Stonington.....	4		319.36		30.00	Bonifay.....	4	499.97		40.00	
Plainfield.....	4		556.60		40.00	Bowling Green.....	4	396.58		40.00	
Plainville.....	3		1,400.00	197.00		Braidentown.....	4	1,000.00		90.00	
Plantville.....	3		1,100.00	195.00		Brandon.....	4	106.10		60.00	
Portland.....	3		1,400.00	300.00	40.00	Branford.....	4	376.90		60.00	
Ridgefield.....	3		1,600.00	299.00		Bronson.....	4	480.67		60.00	
Saugatuck.....	3		1,200.00	75.00		Brooksville.....	4	860.99		100.00	
Seymour.....	3		1,700.00	358.00	50.00	Cantonment.....	4	145.58		40.00	
Shelton.....	3		1,300.00	460.00		Carrabelle.....	4	659.38		30.00	
Southampton.....	3		1,700.00	274.00		Caryville.....	4	386.92		40.00	
South Manchester.....	3		1,800.00	358.00		Chattahoochee.....	4	137.67		200.00	
Southport.....	3		1,400.00	250.00	160.00	Chipley.....	4	887.94		250.00	
Stafford Springs.....	3		1,600.00	192.00	200.00						
Stonington.....	3		1,600.00	212.00	300.00						

*\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

*\$100 temporary clerk hire, Oct. 1, 1900 to June 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
FLORIDA—cont'd.					FLORIDA—cont'd.				
Chipola	4	\$72.16		\$100.00	Seabreeze	3	\$1,100.00	\$75.00	
Citra	4	470.22		60.00	Sneads	4	371.14		\$50.00
Clermont	4	213.87		40.00	Sopchoppy	4	161.88		40.00
Cocoa	4	809.18		50.00	Starke	3	1,200.00	120.00	60.00
Crawford	4	98.54		70.00	Sydney	4	142.94		40.00
Crestview	4	232.99		40.00	Tarpon Springs	4	839.64		80.00
Cypress	4	240.29		60.00	Tavares	4	429.39		180.00
Daytona	3	1,700.00	\$275.00		Titusville	3	1,300.00	277.00	40.00
De Funiak Springs	3	1,300.00	216.00	250.00	Wabasso	4	164.78		40.00
De Land	3	1,800.00	306.00		Wade	4	274.65		50.00
Eustis	4	817.90		40.00	Waldo	4	662.86		100.00
Fernandina ¹	3	1,800.00	256.00	90.00	West Palm Beach	3	1,600.00	174.00	200.00
Fort McCoy	4	55.07		40.00	Westville	4	355.98		100.00
Fort Meade	4	680.81		50.00	Wewahitchka	4	296.18		40.00
Fort Pierce	4	684.91		20.00	Whitesprings	4	852.09		40.00
Fort White	4	478.48		40.00	Yulee	4	363.61		50.00
Francis	4	172.21		40.00	Zellwood	4	229.08		40.00
Freeport	4	406.56		60.00					
Grady	4	26.56		80.00	GEORGIA.				
Grandridge	4	235.32		75.00	Abbeville	4	922.06		150.00
Greencove Springs	4	833.48		50.00	Acworth	4	757.53		60.00
Hampton	4	417.80		40.00	Adairsville	4	695.25		40.00
Hatchs Bend	4	89.89		40.00	Adel	4	663.28		60.00
Herndon	4	68.92		40.00	Allapaha	4	480.34		100.00
High Springs	3	1,100.00	48.00	200.00	Allentown	4	141.36		40.00
Jasper	4	1,000.00		40.00	Alpharetta	4	245.30		40.00
Jennings	4	272.64		60.00	Amicalola	4	55.91		40.00
Johnson	4	92.39		40.00	Andersonville	4	254.11		80.00
Judson	4	175.98		90.00	Apalachee	4	140.58		50.00
Kissimmee	3	1,300.00	208.00	00.00	Arlington	4	808.01		110.00
Lake Butler	4	532.47		40.00	Armuchee	4	91.96		80.00
Lake City	3	1,700.00	300.00	400.00	Avalon	4	141.25		40.00
Lakeland	3	1,400.00	246.00	600.00	Bainbridge	3	1,700.00	243.00	600.00
Lakemont	4	102.71		40.00	Baldwin	4	115.12		100.00
Largo	4	287.07		40.00	Ballground	4	320.47		110.00
Lee	4	238.33		40.00	Banning	4	278.41		40.00
Leesburg	3	1,400.00	207.00	120.00	Barneville	3	1,700.00	180.00	160.00
Leroy	4	177.60		60.00	Barnett	4	357.42		40.00
Livestock	3	1,500.00	130.00	200.00	Barrettsville	4	61.44		40.00
Luraville	4	344.94		60.00	Bartow	4	684.82		40.00
Madison	3	1,400.00	224.00	200.00	Haxley	4	891.16		100.00
Magnolia Springs ²	4	146.29			Bellmont	4	79.87		50.00
Maitland	4	358.93		50.00	Bellville	4	270.70		30.00
Marianna	3	1,300.00	136.00	150.00	Berner	4	83.51		40.00
Mayo	4	482.33		90.00	Bernita	4	92.43		70.00
Melbourne	4	794.84		40.00	Birdford	4	76.01		40.00
Melrose ³	4	416.58		50.00	Blaine	4	33.68		50.00
Miami	3	1,700.00	325.00	300.00	Blairsville	4	201.34		120.00
Micanopy	4	581.59		40.00	Blakely	4	1,000.00		50.00
Middleburg	4	294.23		40.00	Blueridge	4	959.10		200.00
Milligan	4	332.60		40.00	Boston	4	764.60		40.00
Millview	4	131.61		30.00	Bowdon	4	312.97		60.00
Milton	4	985.99		40.00	Bowersville	4	283.35		50.00
Montevista	4	58.68		40.00	Bowman	4	309.49		40.00
Monticello	3	1,500.00	138.00	50.00	Bremer	4	440.88		40.00
Meyers	3	1,100.00	160.00	150.00	Brewton	4	273.94		50.00
Newberry	4	461.56		40.00	Brooker	4	189.66		30.00
New Smyrna	4	1,000.00		70.00	Brooks Station	4	206.77		40.00
Okahumpka	4	276.74		50.00	Buchanan	4	465.00		40.00
Oviedo	4	337.80		100.00	Buckhead	4	217.41		40.00
Palm Beach ⁴	4	1,000.00			Buenavista	4	845.61		100.00
Peoria	4	63.75		70.00	Buford	3	1,400.00	89.00	60.00
Perry	4	355.53		50.00	Butler	4	536.96		40.00
Plant City	4	1,000.00		40.00	Byron	4	291.95		120.00
Port Tampa	4	741.81		200.00	Calhoun	4	986.72		150.00
Punta Gorda	3	1,100.00	144.00	600.00	Camilla	4	965.07		120.00
Quincy	3	1,400.00	183.00	180.00	Canon	4	248.22		40.00
Randolph	4	28.54		60.00	Canton	4	1,000.00		300.00
Rockledge ⁵	4	687.33			Captolo	4	130.97		40.00
St. Andrews Bay	4	373.03		100.00	Carnesville	4	380.63		60.00
St. Petersburg	3	1,600.00	196.00	100.00	Carrollton	3	1,500.00	223.00	400.00
Sanford	3	1,600.00	460.00	400.00					

¹\$75 temporary clerk hire, Jan. 1 to Mar. 31, 1901.

²\$175 temporary clerk hire, Nov. 1, 1900, to Apr. 30, 1901.

³\$50 temporary clerk hire, Dec. 1, 1900, to Mar. 31, 1901.

⁴\$300 temporary clerk hire, Jan. 1 to Mar. 31, 1901.

⁵\$75 temporary clerk hire Jan. 1 to Mar. 31, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
GEORGIA—cont'd.					GEORGIA—cont'd.				
Cartecay	4	\$113.66		\$50.00	Glenville	4	\$309.90		\$40.00
Cartersville	3	1,700.00	\$325.00	400.00	Glenwood	4	296.66		40.00
Cass Station	4	154.23		110.00	Gloster	4	97.47		40.00
Cataula	4	120.24		50.00	Goggansville	4	99.39		40.00
Cavespring	4	699.72		60.00	Gore	4	55.52		40.00
Cecil	4	348.53		40.00	Grantville	4	640.73		50.00
Cedartown	3	1,600.00	460.00	200.00	Greensboro	4	1,000.00		40.00
Centerside	4	36.48		40.00	Greenville	4	699.20		200.00
Chamblee	4	181.40		40.00	Griffin	3	1,900.00	\$360.00	160.00
Cherrylog	4	64.69		40.00	Griswoldville	4	86.45		40.00
Chickamauga	4	313.94		130.00	Grovetown	4	304.57		30.00
Chipeta	4	44.27		40.00	Guyton	4	554.20		40.00
Chipley	4	523.13		10.00	Hagan	4	550.33		40.00
Choestoe	4	48.90		20.00	Halcyondale	4	177.73		150.00
Clarkesville	4	738.68		150.00	Harlem	4	516.37		100.00
Clayton	4	207.66		120.00	Harmony Grove	4	992.91		100.00
Clem	4	147.90		40.00	Harrison	4	326.69		20.00
Cleveland	4	231.03		200.00	Hartsfield	4	143.37		40.00
Climax	4	333.46		40.00	Hawkinsville	3	1,500.00	228.00	50.00
Cochran	4	937.79		80.00	Hazlehurst	4	693.29		60.00
Coldwater	4	49.23		40.00	Helena	4	512.17		40.00
Colesburg	4	79.94		40.00	Hephzibah	4	305.05		40.00
Collins	4	421.02		100.00	Higston	4	446.13		60.00
Comer	4	542.88		60.00	Hilton Station	4	146.26		30.00
Conyers	4	1,000.00		100.00	Hinesville	4	222.80		50.00
Cornelia	4	436.70		40.00	Hogansville	4	798.92		500.00
Covington	3	1,400.00	198.00	200.00	Hood	4	38.05		50.00
Craneater	4	38.33		50.00	Irwin	4	414.69		50.00
Cumming	4	413.38		150.00	Jackson	3	1,300.00	157.00	100.00
Curryville	4	78.46		50.00	Jasper	4	381.36		300.00
Cuthbert	3	1,500.00	240.00	150.00	Jefferson	4	642.81		150.00
Dahlonega	3	1,000.00	66.00	200.00	Jeffersonville	4	303.27		76.00
Daisy	4	333.65		40.00	Jesup	4	924.44		40.00
Dallas	4	534.86		76.00	Johnston Station	4	479.93		40.00
Danielsville	4	285.37		50.00	Johnstown	4	59.03		40.00
Darien	3	1,100.00	140.00		Jones	4	85.64		40.00
Davisboro	4	429.94		50.00	Kartah	4	58.06		40.00
Dawson	3	1,600.00	330.00	300.00	Kingsland	4	237.98		40.00
Dawsonville	4	186.04		100.00	Kyle	4	66.46		75.00
Dearing	4	122.45		40.00	Lafayette	4	671.34		76.00
Decatur	4	98.83		40.00	Lagrange	3	1,700.00	281.00	180.00
Demorest	4	627.79		60.00	Lavonia	4	721.59		50.00
Dial	4	67.56		40.00	Lawrenceville	4	811.25		100.00
Doerun	4	360.60		40.00	Leary	4	345.24		50.00
Donalsonville	4	513.92		40.00	Leslie	4	155.48		40.00
Douglas	4	897.55		150.00	Leverett	4	88.79		80.00
Douglasville	4	812.44		250.00	Lexington	4	597.74		40.00
Dover	4	231.90		70.00	Lincolnton	4	202.97		70.00
Dublin	3	1,800.00	\$20.00	260.00	Lithonia	4	831.91		50.00
Dudley	4	116.13		40.00	Louisville	4	981.15		40.00
Duluth	4	277.33		80.00	Ludville	4	88.34		60.00
Eastman	3	1,400.00	139.00	40.00	Lula	4	203.05		200.00
Eaton	3	1,300.00	196.00	100.00	Lula	4	64.15		70.00
Edge	4	14.25		40.00	Lumber City	4	572.41		100.00
Elberton	3	1,600.00	220.00	300.00	Lumpkin	4	888.00		80.00
Elko	4	237.97		40.00	Lyons	4	713.16		40.00
Ellijay	4	639.26		100.00	McDonald	4	433.66		40.00
Empire	4	138.18		100.00	McDonough	4	736.17		50.00
Experiment	4	278.58		24.00	McIntosh	4	270.33		160.00
Fairburn	4	704.15		50.00	McRae	4	1,000.00		70.00
Fairmount	4	185.63		50.00	Machen	4	205.00		40.00
Fashion	4	93.92		40.00	Madison	3	1,500.00	269.00	40.00
Fayetteville	4	481.95		40.00	Manassas	4	452.22		60.00
Fitzgerald	3	1,600.00	57.00	600.00	Mansfield	4	135.94		40.00
Flovilla	4	426.09		40.00	Martin	4	227.72		60.00
Flowery Branch	4	477.92		150.00	Matthews	4	244.62		60.00
Folkston	4	388.45		90.00	Mayfield	4	248.11		30.00
Forsyth	3	1,400.00	196.00	50.00	Maysville	4	600.33		60.00
Fort Gaines	4	995.68		150.00	Meansville	4	232.21		40.00
Fort Valley	3	1,500.00	204.00	300.00	Meridian	4	77.00		40.00
Fowlstown	4	197.33		40.00	Middleton	4	150.43		100.00
Franklin	4	293.71		125.00	Midville	4	538.83		70.00
Gaddistown	4	53.60		50.00	Milledgeville	3	1,900.00	284.00	150.00
Gainesville	3	1,900.00	358.00	900.00	Millen	4	1,000.00		350.00
Gaston	4	45.55		60.00	Milner	4	426.41		80.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
GEORGIA—cont'd.					GEORGIA—cont'd.				
Mineola	4	\$126.42		\$40.00	Tiger	4	\$67.91		\$50.00
Mineral bluff	4	243.70		20.00	Toccoa	3	1,200.00	\$121.00	30.00
Monroe	4	1,000.00		120.00	Toomsboro	4	281.44		40.00
Monticello	4	990.66		100.00	Towncreek	4	7.22		40.00
Morganton	4	150.22		80.00	Townsend	4	179.78		40.00
Moultrie	3	1,600.00	\$282.00	300.00	Trackrock	4	60.79		70.00
Napoleon	4	61.46		80.00	Unadilla	4	597.43		40.00
Nashville	4	446.93		40.00	Unionpoint	4	618.48		120.00
Naylor	4	808.96		90.00	Vienna	4	981.87		50.00
Neal	4	109.83		50.00	Villa Rica	4	845.30		80.00
Newnan	3	1,700.00	252.00	200.00	Visage	4	34.10		40.00
Novetta	4	46.85		40.00	Wadley	4	809.66		250.00
Oakwood	4	102.11		40.00	Warthen	4	277.97		60.00
Oconee	4	188.23		50.00	Washington	3	1,600.00	261.00	250.00
Offerman	4	349.09		60.00	Waverly	4	209.92		40.00
Oglethorpe	4	557.87		50.00	Waynesboro	3	1,400.00	174.00	150.00
Oliver	4	298.03		40.00	Ways Station	4	252.30		70.00
Oostanaula	4	94.90		60.00	Westpoint	3	1,600.00	240.00	280.00
Orchard Hill	4	147.10		40.00	Whigham	4	511.46		40.00
Oscarville	4	48.13		80.00	Whiteoak	4	209.57		40.00
Oxford	3	1,100.00	150.00		Whitesburg	4	238.40		100.00
Palmetto	4	540.82		30.00	Williamson	4	140.40		40.00
Pelham	4	1,000.00		40.00	Winder	4	946.80		100.00
Perry	4	736.36		50.00	Woodbine	4	241.17		40.00
Pidcock	4	297.25		180.00	Woodbury	4	511.66		40.00
Pine Mountain	4	54.14		50.00	Woodstock	4	261.95		20.00
Poulan	4	374.14		40.00	Wrightsville	4	928.74		50.00
Quitman	3	1,700.00	300.00	400.00	Yatesville	4	342.72		40.00
Reynolds	4	543.68		80.00	Youngcane	4	87.49		20.00
Rhine	4	297.83		40.00	Young Harris	4	442.93		110.00
Richland	4	780.15		60.00	Yunker	4	150.61		40.00
Ringgold	4	379.88		100.00	Zaidee	4	206.23		40.00
Rising Fawn	4	310.39		50.00	Zebulon	4	439.51		40.00
Rochelle	4	624.13		70.00					
Rockmart	4	638.02		50.00	HAWAII.				
Rockyford	4	376.42		50.00	Hana	4	540.65		60.00
Roopville	4	189.00		50.00	Honouapo	4	151.48		40.00
Roswell	4	613.87		70.00	Kahului	4	490.75		120.00
Roundoak	4	189.39		40.00	Lahaina	3	1,200.00		180.00
Roundtop	4	85.44		60.00	Laupahoehoe	4	422.76		210.00
Rutledge	4	497.14		50.00	Lihue	3	1,100.00		180.00
Sandersville	3	1,400.00	205.00	40.00	Punaluu	4	59.95		120.00
Scarboro	4	166.74		60.00	Wailuku	3	1,000.00		120.00
Senola	3	1,000.00	70.00						
Shellman	4	874.96		40.00	IDAHO.				
Sheltonville	4	62.40		20.00	Albion	4	878.73		120.00
Silver City	4	91.23		20.00	Arco	4	122.93		60.00
Smithville	4	548.39		40.00	Bancroft	4	285.94		20.00
Social Circle	4	830.10		96.00	Basalt	4	201.07		40.00
Sparks	4	576.55		40.00	Beeman	4	210.14		80.00
Sparta	3	1,200.00	174.00	70.00	Blackfoot	3	1,500.00	292.00	500.00
Springplace	4	260.95		100.00	Bliss	4	199.72		100.00
Statesboro	3	1,200.00	146.00	300.00	Bridge	4	162.04		290.00
Stillville	4	131.79		40.00	Caldwell	3	1,600.00	277.00	620.00
Stillmore	4	626.62		40.00	Cambridge	4	874.77		100.00
Stockbridge	4	251.20		40.00	Challis	4	692.07		200.00
Stone Mountain	4	518.57		40.00	Chester	4	39.11		40.00
Strumby	4	77.29		40.00	Clearwater	4	165.79		40.00
Summertown	4	194.99		50.00	Coeur d Alene	3	1,000.00	164.00	
Summersville	4	680.97		100.00	Cottonwood	4	510.20		250.00
Swainsboro	4	934.77		60.00	Driggs	4	153.70		40.00
Sylvania	4	779.88		180.00	Dubois	4	562.39		80.00
Sylvester	4	632.81		50.00	Elk City	4	306.88		50.00
Talbotton	4	929.78		40.00	Ellis	4	87.15		40.00
Talkingrock	4	185.86		60.00	Fort Lemhi	4	86.50		50.00
Tallapoosa	3	1,400.00	291.00	300.00	Genesee	3	1,100.00	190.00	
Tallulah Falls	4	882.31		120.00	Grangeville	3	1,500.00	160.00	350.00
Talona	4	63.68		60.00	Greer	4	149.57		80.00
Temple	4	389.50		80.00	Hagerman	4	356.79		100.00
Tennille	3	1,300.00	178.00	150.00	Halley	3	1,400.00	228.00	100.00
Theo	4	188.02		60.00	Hauser	4	98.09		20.00
Thomaston	3	1,300.00	200.00	180.00	Howe	4	215.25		50.00
Thomson	4	1,000.00		70.00	Idaho Falls	3	1,700.00	240.00	600.00
Thyre	4	128.46		40.00	Kamiah	4	363.20		100.00
Tifton	3	1,700.00	200.00	400.00					

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
IDAHO—cont'd.					ILLINOIS—cont'd.				
Kendrick	4	\$1,000.00		\$400.00	Brussels	4	\$285.50		\$60.00
Lenore	4	280.92		140.00	Buckingham	4	406.73		50.00
Malad City	4	892.12		60.00	Buda	3	1,000.00	\$181.00	60.00
Meadows	4	260.38		50.00	Bunkerhill	3	1,300.00	128.00	40.00
Montpeller	3	1,400.00	\$160.00	500.00	Bureau	4	465.05		80.00
Mountainhome	3	1,200.00	104.00	380.00	Bushnell	3	1,800.00	360.00	170.00
Mullan	3	1,100.00	100.00		Camargo	4	541.35		30.00
Nampa	3	1,300.00	168.00	300.00	Cambridge	3	1,500.00	232.00	
Ovid	4	120.75		40.00	Cameron	4	401.27		50.00
Oxford	4	277.88		60.00	Campbell Hill	4	503.72		30.00
Payette	3	1,300.00	186.00	120.00	Camppoint	3	1,100.00	144.00	
Picabo	4	134.12		60.00	Carbondale	3	1,900.00	196.00	380.00
Preston	4	724.80		40.00	Carlinville	3	1,900.00	460.00	100.00
Reno	4	80.23		90.00	Carlyle	3	1,400.00	156.00	
Rexburg	4	1,000.00		100.00	Carmi	3	1,700.00	356.00	370.00
Rigby	4	232.04		40.00	Carpenter	4	158.38		20.00
St. Anthony	3	1,200.00	235.00	800.00	Carriers Mills	4	370.19		100.00
Salmon	3	1,400.00	196.00	250.00	Carrollton	3	1,600.00	316.00	300.00
Salubria	4	511.73		70.00	Cartersville	3	1,200.00	156.00	200.00
Silver City	4	303.91		10.00	Carthage	3	1,800.00	460.00	200.00
Silver City	3	1,300.00	180.00		Casey	3	1,400.00	166.00	40.00
Soda Springs	4	826.21		40.00	Castleton	4	321.00		40.00
Southwick	4	162.42		50.00	Cerrigordo	3	1,000.00	118.00	
Spalding	4	331.80		40.00	Chase	4	48.35		40.00
Spencer	4	349.81		100.00	Chatham	4	542.61		50.00
Thatcher	4	186.55		20.00	Chatsworth	3	1,300.00	155.00	30.00
Wardner	3	1,600.00	360.00		Chenoe	3	1,400.00	277.00	
Welser	3	1,700.00	38.00	600.00	Chester	3	1,600.00	240.00	300.00
Whitebird	4	346.08		40.00	Chillicothe	3	1,500.00	225.00	
					Chrisman	3	1,000.00	100.00	50.00
ILLINOIS.					Cisne	4	444.17		100.00
Abingdon	3	1,600.00	331.00	30.00	Claremont	4	239.56		70.00
Adair	4	442.89		40.00	Clay City	4	834.10		150.00
Addieville	4	274.32		40.00	Clayton	3	1,000.00	196.00	120.00
Albion	3	1,300.00	140.00		Clifton	4	761.62		20.00
Aledo	3	1,700.00	234.00	100.00	Coal City	3	1,300.00	122.00	120.00
Alexis	3	1,200.00	105.00		Coatsburg	4	317.14		40.00
Altamont	3	1,200.00	230.00	70.00	Cobden	3	1,200.00	152.00	
Alvin	4	415.31		40.00	Colchester	3	1,500.00	168.00	20.00
Amboy	3	1,500.00	277.00	200.00	Colfax	3	1,300.00	244.00	
Anna	3	1,700.00	224.00	300.00	Collinsville	3	1,500.00	252.00	
Antioch	4	936.93		100.00	Coulterville	4	771.79		40.00
Arcola	3	1,700.00	331.00	50.00	Creal Springs	4	730.78		200.00
Arthur	3	1,100.00	100.00	40.00	Crossville	4	480.57		40.00
Ashland	3	1,100.00	144.00		Daggett	4	57.71		30.00
Ashley	3	1,200.00	139.00	40.00	Dallas City	3	1,200.00	93.00	
Assumption	3	1,400.00	190.00		Delavan	3	1,600.00	254.00	
Astoria	3	1,400.00	217.00	70.00	Dewitt	4	280.64		40.00
Atlanta	3	1,400.00	173.00		Dorsey	4	116.54		60.00
Auburn	3	1,300.00	177.00	40.00	Downers Grove	3	1,400.00	188.00	
Augusta	3	1,200.00	271.00	100.00	Dudley	4	167.97		40.00
Avon	4	1,000.00		50.00	Dundee	3	1,500.00	225.00	
Barrington	4	1,000.00		300.00	Duquoin	3	1,800.00	352.00	60.00
Barry	3	1,400.00	198.00		Earlville	3	1,500.00	219.00	350.00
Batchtown	4	336.65		40.00	East Dubuque	4	822.20		300.00
Bath	4	386.69		40.00	Edelstein	4	356.25		30.00
Baylis	4	564.32		40.00	Edwards	4	190.28		40.00
Beardstown	3	1,900.00	358.00	100.00	Edwardsville	3	1,800.00	325.00	50.00
Bement	3	1,400.00	250.00		Elburn	4	1,000.00		20.00
Benton	3	1,400.00	178.00	200.00	Eldorado	3	1,000.00	164.00	200.00
Birds	4	333.18		40.00	Eldred	4	250.34		40.00
Blainville	3	1,200.00	144.00		Elizabeth	4	772.99		50.00
Bluffs	4	656.17		100.00	Elizabethtown	4	499.96		100.00
Boston	4	113.29		40.00	Elmwood	3	1,600.00	252.00	
Bradford	3	1,100.00	162.00		Elpaso	3	1,500.00	300.00	40.00
Bradley	3	1,700.00	188.00		Enfield	4	899.08		70.00
Braldwood	3	1,300.00	125.00		Equality	4	973.46		50.00
Breese	4	729.09		40.00	Ernst	4	73.38		40.00
Bridgeport	4	566.26		40.00	Essex	4	441.06		40.00
Brocton	4	662.51		20.00	Eureka	3	1,600.00	294.00	
Brookport	4	573.06		200.00	Fairbury	3	1,800.00	256.00	70.00
Broughton	4	274.65		40.00	Fairfield	3	1,700.00	255.00	60.00
Browning	4	351.29		40.00	Farmer City	3	1,600.00	322.00	
Browns	4	457.60		60.00	Farmlington	3	1,400.00	196.00	40.00
					Flatt	4	158.36		10.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
ILLINOIS—cont'd.					ILLINOIS—cont'd.				
Flatrock	4	\$390.57		\$50.00	Lemont	3	\$1,600.00	\$358.00	
Flora	3	1,600.00	\$280.00	100.00	Lena	3	1,500.00	223.00	
Forman	4	55.52		40.00	Leroy	3	1,500.00	215.00	\$20.00
Forrest	4	1,000.00		40.00	Lewistown	3	1,600.00	254.00	80.00
Forreston	3	1,100.00	169.00	70.00	Lexington	3	1,400.00	224.00	40.00
Foxlake	4	258.37		80.00	Little York	4	536.52		20.00
Frankfort	4	370.62		40.00	Lockport	3	1,600.00	331.00	
Franklin	4	740.65		40.00	Lostant	4	726.56		60.00
Franklin Grove	3	1,500.00	348.00		Louisville	4	1,000.00		200.00
Frederick	4	259.97		40.00	McLeansboro	3	1,500.00	44.00	460.00
Freeburg	4	645.26		60.00	Macedonia	4	254.01		40.00
Fulton	3	1,600.00	276.00	90.00	Mainteno	3	1,000.00	116.00	
Galatia	4	538.14		60.00	Mapleton	4	269.79		50.00
Galt	4	112.22		50.00	Marengo	3	1,700.00	236.00	
Galva	3	1,700.00	360.00	110.00	Marion	3	1,600.00	200.00	800.00
Gardner	3	1,100.00	138.00	100.00	Marissa	4	951.19		50.00
Geneseo	3	1,900.00	460.00	100.00	Maroa	3	1,300.00	165.00	
Geneva	3	1,700.00	252.00		Marseilles	3	1,700.00	331.00	
Genoa	3	1,000.00	174.00	40.00	Marshall	3	1,600.00	138.00	240.00
Gibson City	3	1,700.00	331.00	80.00	Martinsville	4	989.87		100.00
Gilman	3	1,300.00	117.00	100.00	Mascoutah	3	1,000.00	111.00	
Girard	3	1,400.00	272.00		Mason City	3	1,600.00	420.00	80.00
Gladstone	4	421.98		80.00	Media	4	358.97		30.00
Golconda	3	1,100.00	219.00	170.00	Melrose Park	3	1,100.00	174.00	
Golden	4	817.99		60.00	Menard	4	902.39		120.00
Grandridge	4	685.00		40.00	Metropolis City	3	1,800.00	294.00	816.00
Grand Tower	4	581.86		260.00	Milan	4	760.09		40.00
Granite	3	1,500.00	140.00		Millford	3	1,400.00	206.00	100.00
Grantsburg	4	183.92		200.00	Milledgeville	4	1,000.00		40.00
Grayslake	4	716.17		60.00	Minonk	3	1,700.00	326.00	100.00
Grayville	3	1,400.00	200.00	40.00	Minooka	4	674.88		80.00
Greenfield	3	1,100.00	165.00	130.00	Modesto	4	460.51		60.00
Greenup	3	1,100.00	142.00	70.00	Momence	3	1,500.00	221.00	70.00
Griggsville	3	1,400.00	228.00	60.00	Monica	4	331.43		40.00
Halfway	4	59.29		40.00	Monticello	3	1,900.00	270.00	40.00
Hamilton	3	1,100.00	250.00		Morrison	3	1,800.00	358.00	50.00
Hamlet	4	143.36		40.00	Morrisonville	3	1,100.00	196.00	
Hanna City	4	413.46		20.00	Mound City	3	1,400.00	206.00	
Hardin	4	608.97		40.00	Mount Carmel	3	1,700.00	356.00	500.00
Harrisburg	3	1,400.00	279.00	300.00	Mount Carroll	3	1,600.00	356.00	40.00
Harvard	3	1,900.00	258.00	700.00	Mount Morris	3	1,300.00	331.00	
Havana	3	1,800.00	416.00	170.00	Mount Olive	3	1,500.00	176.00	
Hennepin	4	603.58		40.00	Mount Pulaski	3	1,500.00	202.00	
Henry	3	1,600.00	234.00	60.00	Mount Sterling	3	1,600.00	252.00	200.00
Herrin	4	1,000.00		100.00	Moweaqua	3	1,400.00	195.00	70.00
Hersman	4	254.87		40.00	Mulkeytown	4	266.28		40.00
Highland	3	1,500.00	164.00		Nashville	3	1,500.00	276.00	90.00
Highland Park	3	1,900.00	310.00		Nauvoo	3	1,100.00	75.00	
Highwood	3	1,100.00	142.00		Neoga	3	1,200.00	137.00	70.00
Hillsboro	3	1,600.00	240.00		New Berlin	4	658.99		40.00
Homer	3	1,300.00	227.00		New Burnside	4	453.59		100.00
Hoopeston	3	1,900.00	360.00	300.00	New Design	4	126.67		100.00
Hospital	3	1,000.00	120.00		Newman	3	1,300.00	190.00	
Hull	4	420.13		80.00	Newton	3	1,600.00	170.00	150.00
Hume	4	698.00		50.00	Notia	4	228.44		60.00
Illiopolis	4	966.32		100.00	Noble	4	518.79		100.00
Iuka	4	543.67		70.00	Nokomis	3	1,500.00	250.00	
Janesville	4	266.53		40.00	Norris City	4	774.65		100.00
Jerseyville	3	1,800.00	417.00	200.00	Nunda	3	1,000.00	174.00	60.00
Jonesboro	4	948.12		110.00	Oakdale	4	308.23		70.00
Kampsville	4	374.02		70.00	Oakland	3	1,400.00	292.00	
Kansas	3	1,100.00	164.00	40.00	Oakwood	4	358.09		50.00
Keithsburg	3	1,400.00	248.00		Oblong	4	610.49		30.00
Kingston	4	561.06		40.00	Odell	3	1,400.00	250.00	
Kinmundy	3	1,200.00	168.00	60.00	Odin	4	834.63		70.00
Kirkwood	3	1,100.00	164.00	40.00	Omaha	4	533.88		110.00
Knoxville	3	1,400.00	172.00		Onarga	3	1,500.00	222.00	
Lacon	3	1,500.00	204.00		Oquawka	4	983.78		40.00
Laharpe	3	1,400.00	286.00		Orangeville	4	584.90		40.00
Lake Creek	4	559.52		40.00	Oregon	3	1,600.00	354.00	70.00
Lake Villa	4	496.51		50.00	Palmyra	4	841.75		40.00
Lanark	3	1,500.00	234.00	100.00	Parker	4	160.95		150.00
Lawrenceville	3	1,800.00	194.00	60.00	Parkersburg	4	326.44		80.00
Lebanon	3	1,200.00	102.00		Pawnee	4	748.48		70.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
ILLINOIS—cont'd.					ILLINOIS—cont'd.				
Paxton	3	\$1,900.00	\$460.00	\$40.00	Tonica	4	\$880.02		\$70.00
Pearl	4	519.69		80.00	Toulon	3	1,400.00	\$248.00	150.00
Pecatonia	3	1,800.00	190.00		Tunnelhill	4	210.20		160.00
Pegram	4	208.67		40.00	Unionville	4	169.94		30.00
Peotone	3	1,100.00	124.00		Upper Alton	3	1,200.00	198.00	
Peru	3	1,700.00	236.00		Ursa	4	332.28		50.00
Petersburg	3	1,700.00	360.00	300.00	Vandalia	3	1,800.00	326.00	380.00
Pinckneyville	3	1,500.00	237.00	110.00	Vermilion	4	493.51		10.00
Piper City	3	1,300.00	174.00		Vermont	3	1,200.00	135.00	
Pittsfield	3	1,800.00	358.00	320.00	Versailles	4	598.15		50.00
Plainfield	3	1,100.00	138.00		Vienna	3	1,300.00	161.00	300.00
Plano	3	1,900.00	258.00	480.00	Villaridge	4	696.83		500.00
Pleasanthill	4	509.85		40.00	Virdeen	3	1,600.00	204.00	40.00
Plymouth	4	989.94		70.00	Virginia	3	1,500.00	252.00	100.00
Pocahontas	4	478.46		200.00	Walnut	3	1,300.00	180.00	100.00
Polo	3	1,800.00	331.00	100.00	Warren	3	1,500.00	250.00	100.00
Prairieview	4	236.85		40.00	Warsaw	3	1,400.00	304.00	270.00
Princeville	3	1,100.00	164.00	40.00	Washington	3	1,400.00	172.00	50.00
Prophetstown	3	1,300.00	244.00		Wataga	4	477.81		80.00
Rantoul	3	1,400.00	184.00	150.00	Waterloo	3	1,100.00	153.00	200.00
Redbud	4	984.73		250.00	Watseka	3	1,800.00	358.00	
Ridgway	4	786.63		40.00	Waverly	3	1,400.00	216.00	40.00
Rileyville	4	153.88		40.00	Wayne City	4	457.91		40.00
Riverside	3	1,300.00	196.00		Wellington	4	561.96		40.00
Robinson	3	1,400.00	250.00	210.00	Wenona	3	1,600.00	286.00	60.00
Rochelle	3	1,800.00	298.00	50.00	West Chicago	3	1,800.00	300.00	90.00
Rochester	4	438.90		100.00	Westend	4	113.07		40.00
Rockefeller	4	293.87		70.00	Western Springs	3	1,100.00	138.00	
Rockfalls	3	1,900.00	334.00		West Salem	4	726.57		40.00
Roodhouse	3	1,500.00	246.00	200.00	Westville	4	808.97		40.00
Roseville	3	1,100.00	174.00		West York	4	331.03		70.00
Rossville	3	1,300.00	175.00	100.00	Whitehall	3	1,500.00	234.00	40.00
Rushville	3	1,700.00	333.00	160.00	Wilmington	3	1,300.00	160.00	
Sadorus	4	906.11		150.00	Winchester	3	1,500.00	224.00	
St. Elmo	4	936.92		60.00	Windom	4	66.98		70.00
St. Francisville	4	490.02		40.00	Windsor	3	1,400.00	150.00	40.00
Salem	3	1,500.00	230.00	250.00	Winnetka	3	1,600.00	270.00	100.00
Sandoval	4	838.66		40.00	Woodstock	3	1,900.00	460.00	40.00
Sandridge	4	101.36		80.00	Wyandot	4	964.14		80.00
Savanna	3	1,600.00	300.00	80.00	Wyoming	3	1,400.00	186.00	100.00
Seabrook	3	1,200.00	164.00		Xenia	4	971.27		70.00
Scales Mound	4	602.53		40.00	Yale	4	299.05		100.00
Scottland	4	294.28		40.00	Yorkville	3	1,300.00	225.00	70.00
Scottville	4	318.66							
Scovel	4	76.43		50.00					
Seneca	3	1,000.00	143.00		INDIANA.				
Shabbona	4	745.16		40.00	Albany	3	1,500.00	237.00	40.00
Shawneetown	3	1,400.00	170.00	180.00	Albion	3	1,400.00	180.00	30.00
Sheffield	3	1,500.00	310.00		Altoga	4	77.94		60.00
Sheldon	3	1,400.00	204.00		Angola	3	1,800.00	206.00	200.00
Shobonier	4	310.89		50.00	Arcadia	3	1,100.00	96.00	120.00
Simpson	4	236.57		70.00	Argos	3	1,200.00	196.00	40.00
Sims	4	190.12		40.00	Armstrong	4	84.82		40.00
Sixmile	4	274.08		30.00	Arthur	4	94.00		30.00
Smithboro	4	349.32		50.00	Atwood	4	262.96		
Somonauk	4	964.10		40.00	Auburn	3	1,900.00	360.00	
Sparta	3	1,700.00	210.00	90.00	Auburn Junction	4	314.59		300.00
Spring	4	66.27		30.00	Aurora	3	1,700.00	236.00	400.00
Springvalley	3	1,600.00	232.00		Austin	4	336.42		40.00
Staunton	3	1,300.00	196.00		Batesville	3	1,200.00	165.00	170.00
Stillwell	4	237.63		10.00	Bern	3	1,400.00	74.00	
Stockton	3	1,300.00	164.00	80.00	Birdseye	4	630.36		150.00
Stonefort	4	566.03		200.00	Bloomfield	3	1,500.00	220.00	50.00
Strout	4	95.27		40.00	Bloomingsdale	4	611.08		40.00
Sullivan	3	1,600.00	232.00	50.00	Boonville	3	1,500.00	400.00	400.00
Sumner	3	1,300.00	125.00	150.00	Bourbon	3	1,400.00	168.00	
Sycamore	3	1,900.00	260.00	600.00	Bremen	3	1,100.00	156.00	
Tamaroa	4	876.27		60.00	Bristol	4	750.76		40.00
Tampico	4	998.18		70.00	Brookville	3	1,500.00	226.00	200.00
Tennessee	4	371.77		40.00	Brownstown	4	986.16		200.00
Thompsonville	4	493.84		120.00	Bryant	4	394.55		60.00
Tiskilwa	3	1,100.00	158.00	40.00	Bunkerhill	4	511.21		40.00
Toledo	4	918.97		10.00	Burket	4	279.61		40.00
Tolono	4	999.29		60.00	Butler	3	1,600.00	284.00	20.00
Toluca	3	1,200.00	174.00		Cambridge City	3	1,500.00	123.00	220.00

Allowances to third and fourth class post-offices in effect July 1, 1901.—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
INDIANA—cont'd.					INDIANA—cont'd.				
Cannelton.....	3	\$1,300.00	\$127.00	\$200.00	Huntingburg.....	3	\$1,500.00	\$260.00	\$300.00
Carbon.....	4	543.99		50.00	Huron.....	4	451.25		40.00
Cayuga.....	4	848.77		40.00	Jasper.....	3	1,300.00	230.00	200.00
Cedar Lake.....	4	212.62		60.00	Jay.....	4	74.49		60.00
Centerton.....	4	172.55		40.00	Johnsburg.....	4	114.71		120.00
Charlestown.....	3	1,000.00	174.00	340.00	Jonesboro.....	3	1,600.00	161.00	220.00
Chrisney.....	4	594.94		50.00	Kentland.....	3	1,400.00	228.00	150.00
Churubusco.....	4	1,000.00		40.00	Kimmell.....	4	167.53		60.00
Cicero.....	3	1,100.00	75.00		Knightstown.....	3	1,700.00	258.00	500.00
Clarkhill.....	4	606.13		100.00	Knox.....	3	1,400.00	156.00	
Clay City.....	3	1,200.00	200.00	100.00	Kramer.....	3	1,400.00	100.00	
Clayton.....	4	596.48		80.00	Kurtz.....	4	215.90		100.00
Clinton.....	3	1,500.00	802.00	80.00	Kyana.....	4	133.16		50.00
Converse.....	3	1,300.00	216.00	40.00	Ladoga.....	3	1,200.00	144.00	50.00
Corydon.....	3	1,400.00	132.00	400.00	Lagrange.....	3	1,600.00	254.00	60.00
Covington.....	3	1,600.00	253.00	250.00	Lawrenceburg.....	3	1,900.00	170.00	400.00
Cromwell.....	4	562.15		30.00	Leavenworth.....	4	638.24		160.00
Crossplains.....	4	203.72		70.00	Leopold.....	4	222.79		40.00
Crownpoint.....	3	1,600.00	350.00	60.00	Lewis.....	4	368.47		40.00
Dale.....	4	469.96		50.00	Lewisville.....	4	501.66		40.00
Dana.....	3	1,000.00	140.00	150.00	Lexington.....	4	527.16		50.00
Danville.....	3	1,700.00	300.00	120.00	Liberty.....	3	1,500.00	304.00	150.00
Delong.....	4	151.80		40.00	Ligonier.....	3	1,700.00	831.00	60.00
Delphi.....	3	1,700.00	400.00	180.00	Lima.....	4	968.07		100.00
Depauw.....	4	169.93		60.00	Lincoln City.....	4	247.90		60.00
Deputy.....	4	302.68		70.00	Linton.....	3	1,500.00	228.00	100.00
Derby.....	4	432.40		40.00	Loogootee.....	3	1,200.00	120.00	150.00
Dillsboro.....	4	702.82		80.00	Lowell.....	3	1,300.00	226.00	50.00
Don Juan.....	4	59.01		20.00	Lynn.....	4	701.67		40.00
Doverhill.....	4	109.09		40.00	Lyons Station.....	4	186.78		50.00
Dunkirk.....	3	1,600.00	240.00		Macy.....	4	603.85		80.00
Dunreith.....	4	355.10		100.00	Magnet.....	4	154.72		40.00
East Chicago.....	3	1,400.00	198.00		Magnolia.....	4	31.10		40.00
Eaton.....	3	1,200.00	196.00		Marengo.....	4	700.99		100.00
Eckerty.....	4	261.50		120.00	Marshfield.....	4	229.88		40.00
Edinburg.....	3	1,500.00	228.00	800.00	Mauckport.....	4	231.05		40.00
Edwardsport.....	4	445.68		60.00	Memphis.....	4	305.36		60.00
Elizabeth.....	4	332.65		40.00	Metamora.....	4	435.80		40.00
English.....	4	825.88		150.00	Middletown.....	3	1,200.00	180.00	100.00
Fairbanks.....	4	197.76		10.00	Milan.....	4	744.08		60.00
Fairland.....	4	465.25		40.00	Milford.....	3	1,000.00	155.00	
Fairmount.....	3	1,700.00	288.00	180.00	Mitchell.....	3	1,600.00	229.00	280.00
Fairoaks.....	4	311.29		40.00	Monon.....	3	1,100.00	166.00	40.00
Fargo.....	4	46.06		40.00	Monroe City.....	4	367.93		30.00
Flora.....	3	1,000.00	144.00		Montezuma.....	4	866.28		10.00
Fountain City.....	4	641.76		100.00	Monticello.....	3	1,700.00	400.00	200.00
Fowler.....	3	1,600.00	300.00	40.00	Montpelier.....	3	1,800.00	270.00	
Frankton.....	3	1,200.00	135.00		Mooresville.....	4	858.04		50.00
Fredericksburg.....	4	324.64		40.00	Mount Vernon.....	3	1,800.00	440.00	280.00
Fredonia.....	4	50.90		40.00	Nabb.....	4	315.08		200.00
Freedom.....	4	397.73		60.00	Nappanee.....	3	1,500.00	235.00	
Freetown.....	4	321.00		140.00	Nashville.....	4	396.53		140.00
Fremont.....	4	916.51		50.00	National Military				
French Lick.....	4	1,000.00		180.00	Home.....	3	1,000.00	1.00	
Galena.....	4	176.45		40.00	New Augusta.....	4	248.68		150.00
Gallaudet.....	4	179.80		40.00	Newberry.....	4	382.63		40.00
Garrett.....	3	1,600.00	168.00		Newburg.....	4	810.45		60.00
Gas City.....	3	1,700.00	260.00		New Carlisle.....	3	1,100.00	174.00	
Geneva.....	3	1,100.00	167.00	100.00	New Harmony.....	3	1,300.00	174.00	
Glenwood.....	4	345.17		50.00	New Rose.....	4	397.45		40.00
Goodland.....	3	1,500.00	197.00	170.00	Newton Stewart.....	4	114.43		40.00
Gosport.....	4	806.20		90.00	New Trenton.....	4	174.11		60.00
Grandview.....	4	598.27		40.00	Noblesville.....	3	1,900.00	386.00	370.00
Granger.....	4	814.03		40.00	North Manchester.....	3	1,800.00	296.00	200.00
Greens Fork.....	4	476.54		60.00	Oakland City.....	3	1,500.00	144.00	300.00
Greentown.....	3	1,100.00	158.00	120.00	Oldenburg.....	4	561.57		50.00
Guliford.....	4	292.75		50.00	Orleans.....	3	1,200.00	152.00	100.00
Hagerstown.....	3	1,100.00	80.00	40.00	Osgood.....	3	1,200.00	120.00	800.00
Hall.....	4	158.28		40.00	Otterbein.....	4	870.82		50.00
Hamlet.....	4	477.13		40.00	Oxford.....	3	1,100.00	141.00	140.00
Helmer.....	4	252.20		60.00	Paoli.....	3	1,300.00	142.00	200.00
Hillsdale.....	4	382.02		70.00	Paris Crossing.....	4	353.72		110.00
Hoagland.....	4	272.18		50.00	Patriot.....	4	488.20		40.00
Holton.....	4	431.87		40.00	Pekin.....	4	221.56		50.00
Hope.....	3	1,200.00	174.00	200.00	Pendleton.....	3	1,400.00	148.00	

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separa- ting service.				Rent, fuel, and light.	Clerk hire for separa- ting service.
INDIANA—cont'd.					INDIAN TERRI- TORY—cont'd.				
Perth.....	4	\$280.96		\$120.00	Bengal.....	4	\$114.83		\$40.00
Petersburg.....	3	1,600.00	\$170.00	325.00	Bennington.....	4	199.48		40.00
Piercetown.....	3	1,100.00	193.00		Berwyn.....	4	375.83		60.00
Pimento.....	4	158.54		80.00	Boggy Depot.....	4	162.03		70.00
Plainfield.....	3	1,400.00	248.00		Bokoshe.....	4	171.03		30.00
Plainville.....	4	462.89		60.00	Bristow.....	4	604.06		40.00
Pleasant Mills.....	4	171.24		40.00	Burneyville.....	4	215.42		40.00
Quincy.....	4	309.88		30.00	Caddo.....	3	1,100.00	\$156.00	300.00
Ray.....	4	358.98		60.00	Calvin.....	4	296.08		210.00
Redkey.....	3	1,400.00	205.00	40.00	Cameron.....	4	445.31		50.00
Remington.....	3	1,300.00	202.00		Canadian.....	4	700.56		100.00
Rensselaer.....	3	1,700.00	331.00	310.00	Checotah.....	3	1,200.00	166.00	200.00
Ridgeville.....	3	1,600.00	138.00	20.00	Chickasha.....	3	1,900.00	100.00	400.00
Rising Sun.....	3	1,200.00	165.00	250.00	Claremore.....	3	1,300.00	167.00	100.00
Riverside.....	4	101.50		40.00	Coalgate.....	3	1,200.00	146.00	40.00
Roachdale.....	4	970.29		70.00	Colbert.....	4	493.41		50.00
Rockport.....	3	1,600.00	460.00	400.00	Comanche.....	4	1,000.00		70.00
Rockville.....	3	1,500.00	242.00	170.00	Davis.....	3	1,300.00	125.00	400.00
Rome.....	4	218.21		80.00	Dougherty.....	4	315.74		60.00
Roselawn.....	4	397.26		60.00	Duncan.....	3	1,800.00	163.00	80.00
Rossville.....	4	624.67		80.00	Durant.....	3	1,600.00	220.00	250.00
Royal Center.....	4	844.68		40.00	Durwood.....	4	261.25		60.00
St. Paul.....	4	494.75		40.00	Eufaula.....	4	995.25		70.00
Salem.....	3	1,500.00	250.00	200.00	Fairland.....	4	723.65		40.00
Sandborn.....	4	546.41		40.00	Fanshawe.....	4	126.08		40.00
Scottsburg.....	4	1,000.00		130.00	Fort Gibson.....	4	744.90		120.00
Sedalia.....	4	286.80		50.00	Fowlerville.....	4	168.10		80.00
Shakespeare.....	4	152.57		40.00	Goodland.....	4	404.62		80.00
Sheburn.....	4	534.80		60.00	Grove.....	4	493.62		50.00
Sheridan.....	3	1,300.00	150.00	290.00	Hanson.....	4	218.58		40.00
Shoals.....	4	1,000.00		420.00	Hartshorne.....	3	1,300.00	60.00	130.00
Smithville.....	4	198.36		40.00	Heavener.....	4	281.57		70.00
South Whitley.....	3	1,300.00	174.00	80.00	Hickory.....	4	206.07		40.00
Sparksville.....	4	187.41		40.00	Holdenville.....	3	1,400.00	100.00	200.00
Spencer.....	3	1,700.00	350.00	350.00	Houston.....	4	44.79		40.00
Steubenville.....	4	51.10		40.00	Johnson.....	4	248.31		90.00
Sullivan.....	3	1,800.00	249.00	150.00	Krebs.....	4	1,000.00		90.00
Summitville.....	3	1,300.00	168.00		Lee.....	4	150.73		70.00
Swayzee.....	4	995.09		260.00	Leflore.....	4	117.58		40.00
Switz City.....	4	397.10		100.00	Lehigh.....	3	1,100.00	141.00	220.00
Talbot.....	4	252.61		40.00	Loco.....	4	265.28		40.00
Tell City.....	3	1,400.00	184.00	200.00	McGee.....	4	372.22		80.00
Thornstown.....	3	1,500.00	179.00		McKey.....	4	115.65		80.00
Tipton.....	3	1,900.00	281.00	300.00	Marietta.....	4	1,000.00		200.00
Tower.....	4	73.37		40.00	Marlow.....	4	1,000.00		30.00
Tunnelton.....	4	210.34		40.00	Miami.....	3	1,200.00	127.00	40.00
Upland.....	3	1,400.00	240.00	80.00	Minco.....	4	729.25		80.00
Vanburen.....	4	884.77		60.00	Muldrow.....	4	684.20		150.00
Veedersburg.....	3	1,400.00	190.00	200.00	Overbrook.....	4	166.13		24.00
Velpen.....	4	316.78		70.00	Page.....	4	90.12		40.00
Versailles.....	4	780.03		60.00	Pauls Valley.....	3	1,500.00	180.00	500.00
Vevay.....	3	1,200.00	223.00	400.00	Poteau.....	4	1,000.00		80.00
Wakeup.....	4	30.05		40.00	Pryor Creek.....	4	928.63		60.00
Walkerton.....	3	1,100.00	140.00	70.00	Purcell.....	3	1,600.00	57.00	300.00
Warren.....	3	1,500.00	136.00	50.00	Redoak.....	4	287.09		40.00
Waterloo.....	3	1,400.00	142.00		Roff.....	4	785.89		40.00
Waveland.....	4	711.01		60.00	Rush Springs.....	4	688.67		70.00
West Baden.....	3	1,200.00	100.00	40.00	Sallisaw.....	4	951.15		90.00
Westfield.....	4	811.13		100.00	Sapulpa.....	3	1,200.00	175.00	100.00
Westville.....	4	765.72		40.00	Shadypoint.....	4	230.79		60.00
Whiting.....	3	1,400.00	294.00		Shawneetown.....	4	150.48		20.00
Williamsport.....	3	1,400.00	200.00	40.00	Smithville.....	4	81.75		50.00
Winamac.....	3	1,600.00	148.00	180.00	Spiro.....	4	634.95		100.00
Winona Lake ¹	4	714.10			Stillwell.....	4	466.69		100.00
Winslow.....	4	735.50		40.00	Stonewall.....	4	99.42		100.00
Wolcott.....	3	1,100.00	175.00		Tahlequah.....	3	1,100.00	132.00	170.00
Wolcottville.....	4	819.04		70.00	Talihina.....	4	431.91		40.00
Worthington.....	3	1,600.00	225.00	170.00	Terral.....	4	431.89		100.00
INDIAN TERRITORY.					Tishomingo.....	4	466.80		70.00
Afton.....	4	890.42		100.00	Tulsa.....	3	1,400.00	155.00	190.00
Allen.....	4	313.16		40.00	Velma.....	4	152.31		70.00
Atoka.....	3	1,000.00	136.00	200.00	Vera.....	4	189.64		50.00
					Vian.....	4	484.89		80.00

¹\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Allowances.			Office.	Class.	Allowances.		
		Salary of post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separating service.			Salary of post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separating service.
INDIAN TERRITORY—cont'd.					IOWA—continued.				
Vinita.....	3	\$1,800.00	\$160.00	\$300.00	Cresco.....	3	\$1,900.00	\$388.00	\$180.00
Wagoner.....	3	1,600.00	356.00	250.00	Cumberland.....	4	953.28	.....	60.00
Webbers Falls.....	4	582.40	.....	70.00	Decatur.....	4	552.33	.....	40.00
Westville.....	4	489.75	.....	80.00	Delmar.....	4	671.45	.....	60.00
Wetumka.....	4	409.85	.....	60.00	Dewitt.....	3	1,400.00	220.00	.....
Wewoka.....	4	512.35	.....	40.00	Dexter.....	3	1,400.00	132.00	.....
Wister.....	4	366.68	.....	80.00	Diagonal.....	4	528.81	.....	40.00
Woodville.....	4	278.37	.....	40.00	Donnellson.....	4	524.63	.....	25.00
Wybark.....	4	206.92	.....	40.00	Dows.....	3	1,800.00	195.00	.....
Wynnewood.....	3	1,400.00	113.00	70.00	Drakesville.....	4	381.09	.....	50.00
IOWA.					Dunlap.....	3	1,500.00	282.00	.....
Ackley.....	3	1,500.00	244.00	30.00	Dyersville.....	3	1,300.00	176.00	100.00
Ackworth.....	4	186.43	.....	30.00	Dysart.....	3	1,300.00	165.00	.....
Adair.....	3	1,400.00	190.00	90.00	Eagle Grove.....	3	1,800.00	358.00	120.00
Adel.....	3	1,500.00	300.00	.....	Earlham.....	3	1,100.00	144.00	.....
Afton.....	3	1,500.00	232.00	.....	East Peru.....	4	320.07	.....	40.00
Akron.....	3	1,300.00	214.00	.....	Eddyville.....	3	1,000.00	150.00	80.00
Albia.....	3	1,800.00	135.00	780.00	Edgewood.....	4	789.37	.....	40.00
Alden.....	3	1,200.00	164.00	40.00	Eldon.....	3	1,300.00	178.00	90.00
Allerton.....	3	1,100.00	224.00	.....	Eldora.....	3	1,800.00	360.00	60.00
Alta.....	3	1,400.00	223.00	30.00	Eldorado.....	4	213.99	.....	40.00
Alton.....	3	1,200.00	175.00	.....	Elkader.....	3	1,400.00	227.00	40.00
Anamosa.....	3	1,800.00	333.00	200.00	Elliott.....	4	979.78	.....	80.00
Anita.....	3	1,400.00	190.00	40.00	Elma.....	3	1,200.00	225.00	30.00
Arion.....	4	337.97	.....	40.00	Exira.....	3	1,300.00	200.00	.....
Arlington.....	3	1,100.00	175.00	.....	Farley.....	4	785.80	.....	150.00
Armstrong.....	3	1,200.00	166.00	30.00	Farmington.....	3	1,500.00	160.00	100.00
Audubon.....	3	1,700.00	254.00	200.00	Fayette.....	3	1,300.00	223.00	50.00
Aurelia.....	3	1,100.00	136.00	.....	Fonda.....	3	1,400.00	252.00	160.00
Avoca.....	3	1,500.00	277.00	150.00	Forest City.....	3	1,700.00	281.00	120.00
Bancroft.....	3	1,100.00	190.00	25.00	Franklin Station.....	4	54.32	.....	70.00
Battlecreek.....	3	1,100.00	144.00	.....	Gardengrove.....	4	782.87	.....	90.00
Bedford.....	3	1,700.00	400.00	40.00	Garner.....	3	1,500.00	232.00	80.00
Belknap.....	4	238.34	.....	50.00	Gilbert Station.....	4	457.63	.....	80.00
Belle Plaine.....	3	1,700.00	296.00	150.00	Gladbrook.....	3	1,300.00	144.00	.....
Bellevue.....	3	1,500.00	166.00	200.00	Glendon.....	4	161.97	.....	40.00
Belmond.....	3	1,400.00	184.00	.....	Glenwood.....	3	1,700.00	296.00	.....
Bentonsport.....	4	380.16	.....	30.00	Glidden.....	3	1,300.00	164.00	50.00
Birmingham.....	4	801.37	.....	40.00	Goldfield.....	4	825.03	.....	40.00
Bloomfield.....	3	1,700.00	229.00	70.00	Gowrie.....	3	1,100.00	107.00	260.00
Bonaparte.....	3	1,200.00	226.00	.....	Grand Junction.....	3	1,800.00	264.00	.....
Bondurant.....	4	437.43	.....	40.00	Grand River.....	4	537.88	.....	60.00
Brighton.....	4	961.84	.....	300.00	Greene.....	3	1,400.00	225.00	40.00
Britt.....	3	1,600.00	154.00	150.00	Greenfield.....	3	1,500.00	290.00	60.00
Brooklyn.....	3	1,500.00	175.00	.....	Griswold.....	3	1,400.00	300.00	50.00
Brooks.....	4	304.04	.....	40.00	Groveland.....	4	72.40	.....	20.00
Buffalo.....	4	372.07	.....	40.00	Grundy Center.....	3	1,600.00	303.00	210.00
Buffalo Center.....	3	1,300.00	155.00	.....	Guthrie Center.....	3	1,600.00	259.00	300.00
Burt.....	4	1,000.00	.....	100.00	Guttenberg.....	3	1,000.00	116.00	.....
Calmar.....	4	1,000.00	.....	240.00	Hamburg.....	3	1,600.00	294.00	60.00
Cambria.....	4	365.10	.....	40.00	Hamilton.....	4	438.88	.....	70.00
Cantril.....	4	484.06	.....	40.00	Hampton.....	3	1,800.00	358.00	100.00
Carson.....	3	1,000.00	.....	40.00	Harlan.....	3	1,700.00	331.00	60.00
Cascade.....	3	1,100.00	202.00	.....	Hartley.....	3	1,600.00	250.00	.....
Central City.....	4	953.68	.....	100.00	Hastings.....	4	609.53	.....	140.00
Charter Oak.....	3	1,300.00	224.00	120.00	Hawarden.....	3	1,600.00	274.00	400.00
Clarion.....	3	1,500.00	254.00	70.00	Hawthorne.....	4	264.87	.....	40.00
Clarksville.....	3	1,500.00	226.00	100.00	Hedrick.....	3	1,200.00	194.00	50.00
Clayton.....	4	308.94	.....	100.00	Henderson.....	3	1,300.00	190.00	40.00
Clear Lake.....	3	1,600.00	254.00	.....	Holstein.....	4	620.12	.....	250.00
Clio.....	4	345.52	.....	40.00	Hosper.....	4	544.96	.....	40.00
Coln.....	4	961.54	.....	110.00	Hubbard.....	3	1,000.00	126.00	.....
Colfax.....	3	1,600.00	.....	40.00	Hull.....	3	1,000.00	174.00	.....
Collins.....	4	757.12	.....	40.00	Humboldt.....	3	1,700.00	294.00	40.00
Columbus Junction.....	3	1,500.00	223.00	160.00	Humeston.....	3	1,200.00	156.00	100.00
Conover.....	4	117.11	.....	76.00	Idagrove.....	3	1,700.00	331.00	.....
Coon Rapids.....	3	1,300.00	286.00	100.00	Indianola.....	3	1,900.00	298.00	.....
Corning.....	3	1,800.00	358.00	400.00	Ireton.....	3	1,100.00	170.00	.....
Correctionville.....	3	1,500.00	234.00	50.00	Jesup.....	4	903.32	.....	40.00
Corwith.....	3	1,300.00	164.00	.....	Jewell.....	3	1,200.00	215.00	40.00
Corydon.....	3	1,500.00	260.00	140.00	Kaloma.....	4	846.59	.....	140.00
					Kellerton.....	4	797.33	.....	70.00
					Keosauqua.....	3	1,400.00	166.00	120.00

\$100 temporary clerk hire from June 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
IOWA—continued.					IOWA—continued.				
Keota	3	\$1,200.00	\$108.00	\$50.00	Ocheyedan	4	\$1,000.00		\$20.00
Keswick	4	506.85		20.00	Odebolt	3	1,600.00	\$277.00	
Kingsley	3	1,200.00	196.00		Oelwein	3	1,800.00	279.00	500.00
Knoxville	3	1,800.00	348.00	600.00	Ogden	3	1,400.00	223.00	70.00
Lacona	4	529.05		50.00	Olds	4	256.11		50.00
Lake City	3	1,700.00	333.00		Ollie	4	390.27		40.00
Lake Mills	3	1,400.00	244.00	130.00	Onawa	3	1,700.00	214.00	250.00
Lakepark	4	51.11		50.00	Oneida	4	246.70		40.00
Lamoni	3	1,600.00	210.00		Orange City	3	1,500.00	240.00	100.00
Lansing	3	1,400.00	250.00	180.00	Orient	4	669.21		30.00
Laporte City	3	1,400.00	223.00	10.00	Osceola	3	1,700.00	256.00	120.00
Laurens	3	1,400.00	180.00	40.00	Oto	4	743.02		40.00
Lawler	4	863.64		50.00	Oxford	4	958.03		50.00
Lawnhill	4	109.53		15.00	Oxford Junction	4	803.17		50.00
Lenox	3	1,400.00	211.00		Panora	3	1,300.00	168.00	
Leon	3	1,600.00	279.00	200.00	Parkersburg	3	1,300.00	233.00	
Letts	4	733.80		60.00	Parnell	4	336.65		60.00
Lineville	4	874.88		150.00	Paulina	3	1,300.00	188.00	
Lisbon	3	1,200.00	192.00		Pella	3	1,700.00	356.00	50.00
Livermore	4	975.11		80.00	Plato	4	95.38		40.00
Lockridge	4	263.90		40.00	Pleasanton	4	455.30		40.00
Logan	3	1,600.00	250.00	100.00	Pomeroy	3	1,200.00	174.00	
Lohrville	4	999.91		40.00	Postville	3	1,200.00	196.00	110.00
Lorimor	4	1,000.00		40.00	Prairie City	3	1,100.00	192.00	40.00
Lovilia	4	497.13		40.00	Prescott	4	944.56		70.00
Lucas	4	902.53		60.00	Frimghar	3	1,400.00	246.00	
Luton	4	240.29		70.00	Randall	4	310.40		70.00
McGregor	3	1,600.00	206.00	60.00	Raymond	4	161.73		50.00
Madrid	3	1,200.00	174.00	40.00	Reinbeck	3	1,500.00	188.00	
Malvern	3	1,400.00	172.00	60.00	Remsen	3	1,300.00	184.00	
Manchester	3	1,900.00	410.00	120.00	Riceville	3	1,100.00	196.00	70.00
Manilla	3	1,500.00	184.00	40.00	Rockford	3	1,300.00	238.00	
Manning	3	1,400.00	240.00	90.00	Rock Rapids	3	1,700.00	286.00	50.00
Manson	3	1,500.00	230.00	75.00	Rock Valley	3	1,400.00	246.00	
Mapleton	3	1,400.00	223.00	40.00	Rockwell	3	1,100.00	164.00	
Marathon	3	1,200.00	194.00	50.00	Rockwell City	3	1,600.00	178.00	50.00
Marcus	3	1,400.00	168.00	40.00	Rolfe	3	1,400.00	210.00	40.00
Marengo	3	1,600.00	310.00	200.00	Rosehill	4	505.05		40.00
Maxwell	3	1,100.00	179.00	40.00	Russell	4	813.71		40.00
Mediapolis	4	1,000.00		100.00	Ruthven	3	1,300.00	196.00	110.00
Melrose	4	528.63		50.00	Sac City	3	1,700.00	304.00	90.00
Menlo	4	796.36		80.00	St. Marys	4	203.49		40.00
Milford	3	1,000.00	156.00		Sanborn	3	1,200.00	223.00	50.00
Missouri Valley	3	1,800.00	333.00	300.00	Schaller	3	1,200.00	139.00	
Mondamin	4	812.08		50.00	Scranston	3	1,200.00	162.00	
Monmouth	4	409.26		20.00	Sewal	4	294.88		40.00
Monona	3	1,200.00	174.00	100.00	Seymour	3	1,400.00	285.00	60.00
Monroe	3	1,100.00	137.00		Shelby	3	1,100.00	135.00	
Montezuma	3	1,400.00	196.00	60.00	Sheldon	3	1,900.00	458.00	100.00
Monticello	3	1,600.00	204.00	300.00	Shellrock	3	1,000.00	116.00	
Moravia	4	788.38		40.00	Sibley	3	1,600.00	214.00	70.00
Morning Sun	3	1,200.00	102.00	60.00	Sidney	3	1,400.00	198.00	
Moulton	3	1,400.00	240.00	50.00	Sigourney	3	1,600.00	254.00	100.00
Mount Auburn	4	466.21		40.00	Sioux Rapids	3	1,400.00	226.00	30.00
Mount Ayr	3	1,600.00	294.00	200.00	Sloan	4	1,000.00		40.00
Mount Vernon	3	1,700.00	331.00		Spirit Lake	3	1,600.00	225.00	40.00
Mount Zion	4	127.36		100.00	Springville	4	912.20		40.00
Moville	4	950.33		30.00	Stanwood	4	540.44		40.00
Murray	3	1,200.00	144.00	50.00	State Center	3	1,200.00	124.00	30.00
Nashua	3	1,500.00	272.00	40.00	Stockport	4	364.93		20.00
Neola	3	1,500.00	300.00	50.00	Storm Lake	3	1,800.00	356.00	140.00
Nevada	3	1,800.00	294.00		Story City	3	1,100.00	160.00	25.00
Newell	3	1,200.00	174.00	40.00	Strawberry Point	3	1,100.00	144.00	
New Hampton	3	1,700.00	294.00	200.00	Stuart	3	1,600.00	416.00	300.00
New London	4	1,000.00		60.00	Sumner	3	1,500.00	250.00	300.00
New Sharon	3	1,300.00	166.00	70.00	Superior	4	451.32		80.00
New Virginia	4	534.37		60.00	Sutherland	3	1,100.00	144.00	
Nichols	4	520.37		40.00	Tabor	3	1,300.00	238.00	40.00
Noble	4	163.44		40.00	Taintor	4	226.58		40.00
Nora Springs	3	1,400.00	200.00	90.00	Tama	3	1,700.00	254.00	300.00
North McGregor	4	564.26		230.00	Tipton	3	1,900.00	260.00	250.00
Northwood	3	1,400.00	270.00	150.00	Toledo	3	1,800.00	358.00	
Numa	4	328.00		40.00	Traer	3	1,600.00	258.00	40.00
Oakland	3	1,300.00	196.00		Turkey River	4	149.74		80.00

¹\$100 temporary clerk hire from July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
IOWA—continued.					KANSAS—cont'd.				
Ute	4	\$770.85		\$40.00	Corwin	4	\$321.25		\$100.00
Valley Junction	3	1,100.00	251.00	40.00	Cottonwood Falls	3	1,300.00	266.00	70.00
Vanwert	4	534.99		40.00	Council Grove	3	1,700.00	229.00	300.00
Villaca	3	1,700.00	296.00	320.00	Courtland	4	770.99		40.00
Wall Lake	3	1,100.00	165.00	60.00	Crestline	4	261.43		40.00
Walnut	3	1,200.00	192.00		Cummings	4	194.95		40.00
Wapello	3	1,500.00	168.00	60.00	Delphos	4	996.64		40.00
Warren	4	132.56		50.00	Dexter	4	667.11		100.00
Waucoma	4	948.53		50.00	Dodge City	3	1,600.00	360.00	310.00
Waukon	3	1,600.00	304.00	800.00	Downs	3	1,300.00	196.00	60.00
Webster	4	302.16		40.00	Easton	4	292.37		40.00
Wellman	4	940.86		40.00	Edwin	4	33.92		40.00
Westbranch	3	1,100.00	169.00		Eldorado	3	1,900.00	60.00	220.00
West Liberty	3	1,600.00	254.00	210.00	Elgin	4	567.94		60.00
West Union	3	1,700.00	406.00	140.00	Ellinwood	3	1,200.00	164.00	50.00
Whatcheer	3	1,500.00	198.00	160.00	Ellis	3	1,300.00	196.00	40.00
Wheatland	4	597.16		50.00	Ellsworth	3	1,700.00	250.00	50.00
Whiting	4	1,000.00		40.00	Eminence	4	80.39		40.00
Whitemore	4	963.55		60.00	Englewood	4	410.77		60.00
Williams	3	1,000.00	128.00		Enterprise	3	1,100.00	100.00	
Williamsburg	3	1,300.00	240.00		Erie	3	1,400.00	176.00	180.00
Wilton Junction	3	1,300.00	198.00	75.00	Eureka	3	1,800.00	358.00	200.00
Winfield	3	1,100.00	196.00		Florence	3	1,300.00	196.00	50.00
Winterset	3	1,900.00	400.00	150.00	Fort Leavenworth	3	1,000.00		40.00
Winthrop	4	881.93		40.00	Frankfort	3	1,500.00	230.00	40.00
Woodbine	3	1,500.00	302.00	40.00	Fredonia	3	1,600.00	202.00	40.00
Woodburn	4	589.05		40.00	Fulton	4	672.92		40.00
Woodland	4	186.27		40.00	Garden City ¹	3	1,700.00	240.00	160.00
Wright	4	189.92		40.00	Gardner	4	884.56		20.00
Zwingle	4	210.63		30.00	Garnett	3	1,700.00	333.00	50.00
KANSAS.					Glenelder	3	1,000.00	140.00	
Alma	3	1,300.00	226.00	70.00	Goodland	3	1,200.00	174.00	150.00
Almena	4	766.70		50.00	Grainfield	4	351.07		150.00
Alton	4	812.25		60.00	Greatbend	3	1,900.00	236.00	150.00
Andale	4	892.17		40.00	Greenleaf	4	1,000.00		80.00
Anthony	3	1,600.00	352.00	100.00	Hallowell	4	303.27		50.00
Argentine	3	1,600.00	248.00		Halstead	3	1,200.00	164.00	
Ashland	4	884.11		50.00	Harper	3	1,500.00	228.00	60.00
Atwood	4	1,000.00		40.00	Hartland	4	122.30		80.00
Augusta	3	1,800.00	174.00	10.00	Hays	3	1,600.00	290.00	170.00
Axtell	3	1,100.00	140.00	40.00	Herington	3	1,600.00	252.00	100.00
Baldwin	3	1,500.00	135.00		Hill City	4	965.70		40.00
Barnes	4	624.48		30.00	Home	4	415.75		40.00
Baxter Springs	3	1,300.00	61.00	60.00	Horton	3	1,700.00	151.00	40.00
Bazaar	4	195.92		60.00	Howard	3	1,500.00	220.00	30.00
Belleville	3	1,600.00	232.00	70.00	Hoxie	4	930.65		200.00
Benedict	4	286.36		40.00	Hugoton	4	238.80		120.00
Blue Rapids	3	1,300.00	141.00	40.00	Humboldt	3	1,400.00	195.00	50.00
Bonner Springs	4	663.26		70.00	Imes	4	76.42		40.00
Bronson	4	636.09		40.00	Ingalls	4	212.45		60.00
Burlingame	3	1,500.00	160.00	150.00	Irving	4	674.07		40.00
Burlington	3	1,800.00	238.00	240.00	Jennings	4	497.35		50.00
Burroak	4	974.32		40.00	Jetmore	4	693.01		40.00
Burrton	3	1,100.00	100.00		Jewell	3	1,300.00	180.00	150.00
Caldwell	3	1,600.00	352.00	600.00	Johnson	4	118.15		40.00
Camchester	4	433.24		70.00	Kingman	3	1,700.00	300.00	500.00
Caney	3	1,200.00	170.00		Kinsley	3	1,400.00	174.00	90.00
Canton	4	875.29		60.00	Kiowa	3	1,500.00	225.00	160.00
Cawker City	3	1,300.00	246.00	40.00	Kirwin	3	1,100.00	116.00	
Cedarvale	3	1,200.00	154.00	40.00	Lacrosse	3	1,200.00	110.00	180.00
Chardon	4	66.54		20.00	Lacygne	3	1,300.00	164.00	80.00
Cherokee	3	1,300.00	174.00	170.00	Lamborn	4	224.96		40.00
Cherryvale	3	1,800.00	300.00	500.00	Larned	3	1,700.00	254.00	130.00
Chetopa	3	1,500.00	182.00	150.00	Lebanon	3	1,400.00	187.00	
Circleville	4	617.37		50.00	Lenora	4	565.03		40.00
Clifton	3	1,200.00	140.00	80.00	Leon	4	630.35		30.00
Clyde	3	1,600.00	178.00	130.00	Leoti	4	587.79		40.00
Colby	3	1,300.00	180.00	250.00	Leroy	4	967.71		40.00
Columbus	3	1,800.00	112.00	110.00	Liberal	4	903.03		60.00
Colwich	4	424.82		40.00	Lincoln	3	1,500.00	219.00	250.00
Coolidge	4	372.08		20.00	Lindsborg	3	1,500.00	223.00	50.00
Corning	4	665.57		40.00	Longton	4	721.11		40.00
					Louisville	4	389.89		120.00
					Lucerne	4	158.00		40.00

¹\$24 temporary clerk hire Dec. 15 to Dec. 31, 1900.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
KANSAS—cont'd.					KANSAS—cont'd.				
Luray	4	\$567.25		\$40.00	Tonganoxie	3	\$1,000.00	\$164.00	\$40.00
Lyndon	3	1,800.00	\$190.00		Troy	3	1,200.00	181.00	50.00
Lyons	3	1,700.00	252.00	70.00	Udall	4	533.18		40.00
Madison	4	1,000.00		40.00	Ulysses	4	260.40		190.00
Mankato	3	1,500.00	172.00	200.00	Uniontown	4	454.24		40.00
Marion	3	1,700.00	329.00	160.00	Valley Falls	3	1,400.00	223.00	40.00
Marmaton	4	108.02		40.00	Vesper	4	172.29		70.00
Marvin	4	294.23		40.00	Wakarusa	4	258.80		40.00
Marysville	3	1,700.00	296.00	40.00	Wakeeney	4	926.64		50.00
Meade	3	731.34		100.00	Wakefield	4	739.55		40.00
Medicine Lodge	3	1,300.00	187.00	200.00	Waldo	4	398.50		50.00
Miltonvale	4	812.94		120.00	Wallace	4	198.16		60.00
Minneapolis	3	1,700.00	294.00	40.00	Walnut	4	849.76		50.00
Minneola	4	216.14		30.00	Wamego	3	1,400.00	200.00	250.00
Moline	4	985.77		50.00	Washington	3	1,600.00	226.00	100.00
Morland	4	313.95		40.00	Waverly	3	1,000.00	78.00	
Mound City	3	1,200.00	146.00	100.00	Wayside	4	96.20		50.00
Mulvane	4	825.42		40.00	Weir	3	1,700.00	212.00	
National Military Home	3	1,300.00		200.00	Weakan	4	84.39		25.00
Natoma	4	438.41		40.00	Whiting	4	849.05		50.00
Navarre	4	180.04		40.00	Wilson	3	1,400.00	160.00	
Neodesha	3	1,500.00	145.00	10.00	Winona	4	302.77		100.00
Ness City	3	1,000.00	128.00	150.00	Woodsdale	4	41.57		40.00
Nickerson	3	1,100.00	163.00		Yates Center	3	1,600.00	225.00	210.00
Norton	3	1,500.00	232.00	120.00	KENTUCKY.				
Oakley	4	734.88		150.00	Adairville	4	844.34		60.00
Oberlin	3	1,400.00	223.00	500.00	Adams	4	47.58		70.00
Olpe	4	414.03		40.00	Albany	4	417.82		250.00
Onaga	4	980.66		60.00	Alex	4	31.49		60.00
Osage City	3	1,600.00	205.00	10.00	Alpha	4	56.98		150.00
Osawatimie	3	1,700.00	180.00	60.00	Alton Station	4	96.63		50.00
Osborne	3	1,600.00	248.00	130.00	Ammie	4	91.56		40.00
Oskaloosa	3	1,100.00	175.00		Arlington	4	511.19		70.00
Oswego	3	1,700.00	240.00	150.00	Artemus	4	155.46		40.00
Paola	3	1,900.00	186.00	170.00	Athol	4	128.59		20.00
Peabody	3	1,600.00	270.00	70.00	Augusta	3	1,400.00	142.00	250.00
Peru	4	327.67		40.00	Baileys Switch	4	77.71		40.00
Phillipsburg	3	1,500.00	288.00	300.00	Baker	4	55.88		40.00
Pleasanton	3	1,400.00	185.00	40.00	Barboursville	4	1,000.00		150.00
Plymouth	4	161.69		40.00	Bardstown	3	1,500.00	136.00	50.00
Pratt	3	1,500.00	350.00	200.00	Bardwell	4	1,000.00		70.00
Prescott	4	397.03		40.00	Bath	4	40.02		60.00
Quinter	4	251.20		40.00	Battletown	4	85.02		50.00
Rantoul	4	258.80		80.00	Baxter	4	29.06		80.00
Richfield	4	233.30		40.00	Beattyville	4	818.60		200.00
Richland	4	489.65		40.00	Beaverdam	4	745.01		350.00
Richter	4	159.99		40.00	Bedford	4	451.93		70.00
Rogers	4	27.02		40.00	Benge	4	75.52		100.00
Ruleton	4	155.30		40.00	Bentley	4	47.94		70.00
Rushcenter	4	284.67		50.00	Benton	4	628.74		200.00
Russell	3	1,500.00	248.00	40.00	Berea	4	1,000.00		80.00
Sabetha	3	1,500.00	252.00	70.00	Berry	4	391.71		40.00
Saffordville	4	333.43		40.00	Big Clifty	4	299.26		60.00
St. Francis	4	765.51		100.00	Bigcreek	4	99.22		250.00
St. John	3	1,400.00	174.00	100.00	Blivia	4	44.90		80.00
St. Marys	3	1,500.00	194.00	150.00	Birmingham	4	227.66		40.00
Scott	4	577.92		70.00	Blackford	4	330.23		40.00
Sedan	3	1,300.00	158.00	50.00	Blaine	4	238.12		200.00
Sedgewick	3	1,000.00	164.00		Bloomfield	4	67.06		10.00
Selden	4	180.37		70.00	Bonanza	4	731.65		60.00
Selkirk	4	149.47		20.00	Bondville	4	75.87		40.00
Seneca	3	1,700.00	350.00	40.00	Bonnieville	4	137.96		60.00
Severy	4	859.14		60.00	Booker	4	314.39		70.00
Smith Center	3	1,500.00	346.00	250.00	Booneville	4	39.95		20.00
Solomon	4	1,000.00		40.00	Bowen	4	317.69		210.00
Stafford	3	1,400.00	162.00	50.00	Bradford	4	257.08		50.00
Stark	4	373.21		50.00	Brandenberg	4	89.65		120.00
Sterling ¹	3	1,700.00	304.00		Bremen	4	694.97		80.00
Stockton	3	1,400.00	230.00	100.00	Bristow	4	181.94		50.00
Strong	4	976.99		60.00	Bronston	4	107.21		40.00
Sylvan Grove	4	693.36		60.00	Brooks	4	120.38		80.00
Syracuse	4	762.89		140.00			132.58		40.00
Timken	4	134.99		40.00					

¹\$5 temporary clerk hire July 1 to July 31, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
KENTUCKY—c't'd.					KENTUCKY—c't'd.				
Brookville	4	\$739.65		\$240.00	Estill	4	\$113.83		\$76.00
Browns Crossroads	4	42.45		50.00	Evarts	4	107.29		40.00
Bryantsville	4	261.80		60.00	Ezel	4	143.37		60.00
Buchanan	4	176.17		50.00	Fairdealing	4	60.82		40.00
Buffalo	4	306.38		140.00	Falcon	4	262.24		100.00
Burgin	4	610.48		40.00	Falmouth	3	1,200.00	\$150.00	320.00
Burkesville	4	537.94		250.00	Farmers	4	354.05		40.00
Burning Springs	4	145.57		110.00	Faubush	4	123.19		80.00
Burnside	4	765.84		250.00	Ferguson	4	167.05		40.00
Busseyville	4	74.40		40.00	Flatgap	4	183.44		300.00
Cadiz	4	923.79		200.00	Flatlick	4	376.44		100.00
California	4	174.59		50.00	Flemingsburg	3	1,400.00	160.00	250.00
Callaway	4	91.59		100.00	Florence	4	246.88		120.00
Campbellsburg	4	483.94		30.00	Florence Station	4	285.73		80.00
Campbellsville	3	1,100.00	\$125.00	250.00	Ford	4	600.70		40.00
Campton	4	356.13		300.00	Fordsville	4	537.46		60.00
Canada	4	53.13		60.00	Foster	4	199.38		10.00
Cane Spring	4	110.15		40.00	Franklin	3	1,600.00	252.00	200.00
Cane Valley	4	219.85		40.00	Frenchburg	4	178.61		120.00
Caney	4	173.53		40.00	Fulton	3	1,800.00	400.00	250.00
Caneyville	4	437.75		120.00	Garrison	4	287.81		140.00
Canton	4	190.51			Georgetown	3	1,900.00	310.00	500.00
Carlisle	3	1,500.00	400.00	600.00	Gilbertsville	4	180.06		40.00
Carrollton	3	1,500.00	234.00	210.00	Glasgow	3	1,600.00	302.00	1,000.00
Cartwright	4	44.34		60.00	Glasgow Junction	4	335.40		100.00
Cattlettsburg	3	1,700.00	292.00	60.00	Glencoe	4	432.45		100.00
Cave City	4	583.61		40.00	Glendean	4	296.16		50.00
Cecilian	4	212.01		20.00	Gracey	4	378.55		80.00
Centertown	4	216.49		40.00	Grahamton	4	160.96		40.00
Central City	3	1,100.00	144.00	80.00	Grand Rivers	4	307.95		220.00
Chaplin	4	212.82		40.00	Grassycreek	4	41.81		40.00
Chilesburg	4	176.16			Grayson	4	774.03		100.00
Clarkson	4	263.30		40.00	Greensburg	4	734.75		300.00
Clay City	4	762.86		60.00	Greenup	4	954.02		70.00
Claysville	4	132.81		60.00	Greenville	3	1,200.00	140.00	120.00
Clinton	3	1,300.00	190.00	60.00	Greenwood	4	222.56		40.00
Cloverport	3	1,100.00	120.00	110.00	Grove Center	4	167.07		50.00
Clyde	4	18.96		40.00	Guthrie	3	1,100.00	164.00	200.00
Colson	4	143.19		80.00	Hardin	4	260.24		40.00
Columbia	4	722.82		250.00	Harlan	4	625.38		300.00
Columbus	4	989.76		50.00	Harned	4	117.72		60.00
Concord	4	238.00		80.00	Harrodsburg	3	1,700.00	356.00	350.00
Corinth	4	482.04		100.00	Hartford	4	970.15		350.00
Cornettsville	4	43.18		60.00	Harvey	4	34.40		40.00
Creelsboro	4	188.10		40.00	Hawesville	4	924.16		80.00
Crittenden	4	460.10		50.00	Hazard	4	285.59		150.00
Cromwell	4	218.35		40.00	Hazel	4	276.49		50.00
Crossland	4	211.82		40.00	Hazeltree	4	348.13		150.00
Cubrun	4	101.87		40.00	Helton	4	19.72		40.00
Cynthiana	3	1,800.00	358.00	600.00	Hendricks	4	196.99		100.00
Dawsonsprings	4	789.54		40.00	Hickman	3	1,300.00	163.00	60.00
Daysboro	4	54.42		40.00	Hickorygrove	4	159.05		20.00
Denton	4	226.84		40.00	Hillsboro	4	222.08		100.00
Dewitt	4	180.55		50.00	Hindman	4	336.07		300.00
Dillon	4	37.08		60.00	Hodgensville	4	920.10		800.00
Dingus	4	47.69		40.00	Hopewell	4	74.81		40.00
Dixon	4	485.06		40.00	Horsebranch	4	210.30		70.00
Dryridge	4	474.79		40.00	Homecave	4	99.91		150.00
Dunmor	4	213.84		40.00	Hustonville	4	606.39		120.00
Dunnville	4	119.51		290.00	Hyden	4	267.49		120.00
Dwale	4	133.81		50.00	Inez	4	405.27		100.00
Dwarf	4	24.99		80.00	Irvine	4	656.88		150.00
Eagle Station	4	190.37		70.00	Irvington	4	552.18		300.00
Earlington	3	1,300.00	190.00		Island	4	265.19		40.00
East Bernstadt	4	302.49		200.00	Jackson	3	1,000.00	140.00	600.00
Eastview	4	187.56		60.00	Jamestown	4	270.44		200.00
Eddyville	4	964.70		50.00	Keene	4	223.92		40.00
Edmonton	4	380.01		80.00	Kingsville	4	298.16		60.00
Elizabethtown	3	1,500.00	202.00	500.00	Kirbyton	4	64.81		40.00
Elkton	3	1,200.00	144.00	140.00	Knoblick	4	156.74		40.00
Elliston	4	144.44		40.00	Kuttawa	4	866.86		150.00
Elmgrove	4	72.10		40.00	Lackey	4	48.87		80.00
Emmence	3	1,400.00	152.00	360.00	Lafayette	4	295.56		40.00
Eolia	4	34.48		240.00	Lagrange	3	1,100.00	143.00	60.00
Erlanger	4	539.93		100.00	Lancaster	3	1,300.00	206.00	250.00

Allowances to third and fourth class post-offices in effect July 1, 1901.—Continued.

Office.		Salary of post-master July 1, 1901.	Allowances.		Office.		Salary of post-master July 1, 1901.	Allowances.	
Class.	Rent, fuel, and light.		Clerk hire for separating service.	Class.	Rent, fuel, and light.	Clerk hire for separating service.			
KENTUCKY—c't'd.					KENTUCKY—c't'd.				
Langnau	4	\$24.15		\$40.00	Panola	4	\$144.46		\$40.00
Larue	4	38.83		70.00	Park	4	59.78		110.00
Lawrenceburg	3	1,400.00	\$228.00	460.00	Parkers Lake	4	184.06		40.00
Laynesville	4	129.86		100.00	Partridge	4	71.33		200.00
Lebanon	3	1,700.00	358.00	500.00	Peach Orchard	4	156.60		50.00
Leitchfield	3	1,100.00	110.00	150.00	Pebworth	4	52.87		60.00
Lewisburg	4	490.35		40.00	Pembroke	4	872.40		50.00
Liberty	4	401.76		80.00	Penrod	4	128.74		40.00
Lily	4	206.16		40.00	Peoples	4	32.53		60.00
Little Cypress	4	80.63		50.00	Peterscreek	4	55.92		40.00
Livemore	4	577.00		60.00	Phil	4	147.03		110.00
Livingston	4	431.36		100.00	Pikeview	4	60.89		40.00
Logana	4	61.90		60.00	Pikeville	4	646.46		280.00
London	3	1,400.00	170.00	350.00	Pineknott	4	301.63		50.00
Loretto	4	256.58		40.00	Pinetop	4	82.26		100.00
Louisa	3	1,000.00	120.00	200.00	Pineville	3	1,100.00	\$108.00	100.00
Lovellaceville	4	186.75		60.00	Pittsburg	4	470.80		60.00
Ludlow	3	1,400.00	156.00	30.00	Pleasant Valley	4	92.12		40.00
McCauley	4	82.44		60.00	Pleasureville	4	454.70		200.00
McKee	4	154.61		100.00	Poorfork	4	66.85		40.00
McKinney	4	328.00		300.00	Portersburg	4	32.03		50.00
McQuady	4	150.59		40.00	Potter	4	41.33		40.00
McWhorter	4	175.11		90.00	Prestonburg	4	545.64		500.00
Maceo	4	175.75		50.00	Princeton	3	1,500.00	275.00	180.00
Madisonville	3	1,700.00	284.00	70.00	Providence	4	792.71		40.00
Manchester	4	437.52		300.00	Redbush	4	159.97		80.00
Mandrake	4	117.90		120.00	Relief	4	52.89		60.00
Maplesville	4	37.46		40.00	Repton	4	69.10		40.00
Mariba	4	71.09		40.00	Reynolds Station	4	48.15		40.00
Marion	3	1,200.00	120.00	250.00	Richardson	4	71.63		60.00
Maxonmill	4	132.57		120.00	Richardsville	4	69.30		70.00
Mayking	4	71.28		120.00	Rochester	4	417.00		60.00
Meetingcreek	4	55.04		90.00	Rockhaven	4	153.76		60.00
Mershons	4	15.07		90.00	Rockholds	4	160.33		40.00
Middlesboro	3	1,600.00	234.00	190.00	Rockhouse	4	22.69		120.00
Midway	3	1,300.00	150.00		Rockport	4	357.74		60.00
Millburn	4	250.44		50.00	Rockyhill Station	4	318.20		100.00
Millard	4	48.89		20.00	Roseville	4	51.54		40.00
Millersburg	3	1,100.00	122.00		Rosine	4	95.10		80.00
Mills	4	96.01		40.00	Rothwell	4	198.48		150.00
Millwood	4	204.65		40.00	Rowletts	4	353.36		125.00
Milton	4	498.22		60.00	Russell	4	423.41		90.00
Minnie	4	80.48		50.00	Russellville	3	1,600.00	302.00	500.00
Monterey	4	343.78		60.00	Sadleville	4	416.25		60.00
Monticello	4	622.36		300.00	St. Helens	4	131.43		30.00
Moorefield	4	233.65		50.00	Salem	4	363.52		100.00
Morehead	4	868.13		150.00	Saltlick	4	381.93		70.00
Moreland	4	381.04		110.00	Salysville	4	335.38		240.00
Morganfield	3	1,500.00	278.00	200.00	Sanders	4	311.30		150.00
Morgantown	4	665.52		150.00	Sandyhook	4	180.61		100.00
Mount Aerial	4	94.39		40.00	Sassafras	4	77.60		40.00
Mount Carmel	4	218.95		170.00	Saulsberry	4	107.81		50.00
Mount Olivet	4	401.45		60.00	Scottsville	4	715.42		200.00
Mount Sherman	4	52.10		40.00	Sebree	4	825.66		120.00
Mouthcard	4	29.61		10.00	Sedalia	4	203.06		80.00
Munfordsville	4	434.19		100.00	Sewellton	4	46.14		30.00
Murray	3	1,300.00	145.00	300.00	Sextons Creek	4	36.39		40.00
Myers	4	168.15		40.00	Shadygrove	4	153.81		40.00
Myrtle	4	271.04		330.00	Shelbyville	3	1,800.00	360.00	300.00
Nancy	4	149.72		100.00	Sidell	4	34.72		40.00
Newhaven	4	522.64		90.00	Simpsontonville	4	313.56		40.00
Newhope	4	350.81		50.00	Slade	4	189.01		40.00
Newstead	4	112.24		60.00	Slaughterville	4	483.12		50.00
Nicholasville	3	1,600.00	302.00	400.00	Slickrock	4	86.43		50.00
Noble	4	67.96		60.00	Smithland	4	591.58		60.00
Nora	4	43.64		70.00	Smiths Grove	4	623.85		50.00
Oil Springs	4	159.60		100.00	Somerseset	3	1,800.00	270.00	460.00
Olivehill	4	525.74		100.00	Sonora	4	521.73		40.00
Olympia	4	225.73		40.00	Southpark	4	94.08		40.00
Omaha	4	89.05		80.00	Sparta	4	316.54		200.00
Owenton	3	1,300.00	240.00	700.00	Springfield	3	1,100.00	168.00	180.00
Owingsville	4	925.65		100.00	Springlick	4	166.73		50.00
Paint Lick	4	347.41		60.00	Springville	4	203.89		120.00
Paintsville	4	606.87		300.00	Stamping Ground	4	436.67		70.00

¹ \$3.37 temporary clerk hire, Oct. 1 to Oct. 31, 1900.

Allowances to third and fourth class post-offices in effect July 1, 1901.—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
KENTUCKY—cont'd.					LOUISIANA—cont'd.				
Stanford.....	3	\$1,500.00	\$285.00	\$120.00	Denham Springs.....	4	\$164.01		\$40.00
Stanton.....	4	271.15		50.00	De Ridder.....	4	413.69		60.00
Stephensport.....	4	300.89		100.00	Donaldsonville.....	3	1,700.00	\$339.00	3.50
Stithon.....	4	283.54		40.00	Dyer.....	4	48.63		40.00
Sulphur.....	4	436.60		00.00	Ethel.....	4	203.16		60.00
Sulphur Springs.....	4	84.18		40.00	Flatwoods.....	4	121.20		60.00
Sutherland.....	4	73.91		40.00	Florenville.....	4	148.03		40.00
Sweeza.....	4	35.48		50.00	Florien.....	4	261.19		70.00
Taffy.....	4	66.10		50.00	Franklin.....	3	1,700.00	256.00	220.00
Talmage.....	4	111.00		40.00	Franklinton.....	4	437.73		100.00
Taylorville.....	4	747.80		100.00	Gibbsland.....	4	597.65		400.00
Thomas.....	4	123.59		60.00	Girard.....	4	251.48		40.00
Three Springs.....	4	106.25		70.00	Glenmora.....	4	254.20		70.00
Tillie.....	4	41.35		130.00	Glynn.....	4	187.00		60.00
Tompkinsville.....	4	478.02		250.00	Grandcane.....	4	662.34		40.00
Tarrent.....	4	422.30		80.00	Grand Coteau.....	4	338.34		30.00
Travellers Rest.....	4	47.38		50.00	Greensburg.....	4	464.59		150.00
Turners Station.....	4	212.26		50.00	Hammond.....	3	1,400.00	164.00	
Tyner.....	4	88.58		100.00	Happy Jack.....	4	89.42		20.00
Upton.....	4	320.02		100.00	Harrisonburg.....	4	413.53		150.00
Valleyview.....	4	293.52		40.00	Harvey.....	4	428.20		40.00
Vanceburg.....	3	1,100.00	140.00	260.00	Haughton.....	4	324.03		50.00
Verona.....	4	300.12		40.00	Homer.....	4	1,000.00		200.00
Versailles.....	3	1,700.00	377.00	400.00	Houma.....	3	1,600.00	196.00	50.00
Vinegrove.....	4	599.59		50.00	Ida.....	4	103.11		40.00
Viola.....	4	35.32		70.00	Jeanerette.....	3	1,500.00	130.00	50.00
Waitman.....	4	75.24		40.00	Jennings.....	3	1,500.00	147.00	60.00
Walton.....	4	668.67		80.00	Jonesville.....	4	468.75		240.00
Warfield.....	4	97.83		80.00	Keatchie.....	4	471.18		40.00
Warsaw.....	4	878.51		100.00	Kisatchie.....	4	17.27		40.00
Wellington.....	4	95.25		60.00	Knowlton.....	4	98.78		40.00
West Liberty.....	4	349.79		260.00	Lafayette.....	3	1,500.00	130.00	40.00
Westpoint.....	4	519.08		150.00	Lake Providence.....	3	1,100.00	165.00	40.00
Whiterun.....	4	52.39		40.00	Lanesville.....	4	357.78		80.00
Whitesburg.....	4	338.50		300.00	Leesville.....	3	1,100.00	160.00	140.00
Whitliffe.....	4	837.31		300.00	Lena Station.....	4	164.01		40.00
Williamsburg.....	3	1,300.00	145.00	150.00	Magnolia.....	4	121.74		40.00
Williamstown.....	4	1,000.00		150.00	Mansfield.....	3	1,400.00	174.00	150.00
Woodville.....	4	226.15		80.00	Many.....	4	751.56		200.00
Worthville.....	4	393.61		60.00	Melville.....	4	598.43		100.00
Yosemite.....	4	160.65		70.00	Millburn.....	4	161.12		40.00
Yost.....	4	200.91		40.00	Minden.....	3	1,300.00		200.00
Zion Station.....	4	114.81		30.00	Montgomery.....	4	441.53		40.00
LOUISIANA.					Mora.....	4	78.85		40.00
Abbeville.....	3	1,400.00	104.00	50.00	Morgan City.....	3	1,600.00	184.00	50.00
Akers.....	4	174.19		40.00	Morrow.....	4	351.67		40.00
Amite City.....	3	1,300.00	126.00	250.00	Mound.....	4	281.00		70.00
Arcadia.....	3	1,100.00	94.00	80.00	Napoleonville.....	3	1,100.00	140.00	60.00
Athens.....	4	249.63		60.00	Natchez.....	4	157.54		100.00
Baldwin.....	4	714.20		80.00	Natchitoches.....	3	1,600.00	138.00	300.00
Bayou Sara.....	4	596.27		200.00	Newroads.....	4	746.35		50.00
Bienville.....	4	316.54		280.00	Oberlin.....	4	329.53		70.00
Boyce.....	4	715.48		170.00	Olla.....	4	419.96		40.00
Broussard.....	4	243.85		90.00	Opelousas.....	3	1,600.00		100.00
Bunkie.....	4	870.99		150.00	Palmetto.....	4	325.45		40.00
Buras.....	4	311.10		60.00	Patterson.....	3	1,400.00	148.00	
Cades.....	4	211.40		40.00	Peacegrove.....	4	244.28		70.00
Cadeville.....	4	78.77		50.00	Planchette.....	4	227.86		150.00
Calhoun.....	4	311.13		100.00	Plaquemine.....	3	1,800.00	300.00	100.00
Campiti.....	4	448.18		80.00	Pollock.....	3	1,000.00	115.00	
Centerville ¹	4	647.47			Ponchatulua.....	4	646.33		80.00
Chaler.....	4	112.93		100.00	Port Vincent.....	4	184.98		40.00
Choudrant.....	4	225.09		160.00	Provencal.....	4	244.51		70.00
Clininton.....	3	1,100.00	77.00	80.00	Raccourci.....	4	189.25		80.00
Colfax.....	4	528.89		100.00	Raceland.....	4	681.89		100.00
Collinston.....	4	345.08		20.00	Rayne.....	4	921.25		100.00
Columbia.....	4	548.25		100.00	Rayville.....	4	671.40		60.00
Converse.....	4	194.60		40.00	Robeline.....	4	523.22		80.00
Coushatta.....	4	818.64		60.00	Ruston.....	3	1,700.00	155.00	500.00
Covington.....	3	1,100.00	150.00		St. Francisville.....	3	1,100.00	151.00	150.00
Cypress.....	4	432.88		200.00	Schriever.....	4	519.08		250.00
Delhi.....	4	726.27		140.00	Simmesport.....	4	264.56		100.00
					Slaughter.....	4	414.11		40.00
					Smithland.....	4	247.99		30.00

¹\$45 temporary clerk hire, Oct. 1 to Dec. 31, 1900.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

		Allowances.					Allowances.		
Office.	Class.	Salary of post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separating service.	Office.	Class.	Salary of post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separating service.
LOUISIANA—c't'd.					MAINE—cont'd.				
Springville	4	\$149.02		\$50.00	Gray	4	\$497.86		\$120.00
Sugartown	4	185.48		40.00	Greenville Junction	4	534.37		100.00
Sunset	4	202.96		60.00	Guilford	3	1,200.00	\$174.00	
Tangipahoa	4	450.64		200.00	Hallowell	3	1,600.00	348.00	80.00
Thibodaux	3	1,600.00	\$241.00	240.00	Harrison	4	604.90		70.00
Vernon	4	209.54		170.00	Hartland	4			80.00
Vidalia	4	717.73		150.00	Kennebunk	3	1,600.00	195.00	
Walnut Hill	4	57.17		40.00	Kennebunk Port ²	4	1,000.00		
Washington	4	843.65		70.00	Kents Hill	4	593.56		60.00
Welsh	4	749.01		40.00	Liberty	4	433.79		150.00
West Monroe	4	677.69		40.00	Limestone	4	420.18		40.00
Whitecastle	3	1,200.00	152.00		Lisbon	4	600.47		60.00
Wildwood	4	153.56		60.00	Lisbon Falls	3	1,500.00	222.00	
Winnfield	4	448.46		150.00	Livermore Falls	3	1,500.00	275.00	40.00
Winnaboro	4	600.58		40.00	Locke Mills	4	350.08		50.00
Zachary	4	501.17		40.00	Lubec	4	968.62		50.00
MAINE.					Machias	3	1,500.00		250.00
Abbot Village	4	331.45		80.00	Madison	3	1,500.00	247.00	
Anson	4	553.06		40.00	Masardis	4	307.64		40.00
Ashland	4	755.75		60.00	Mechanic Falls	3	1,300.00	202.00	
Bar Mills	4	614.36		60.00	Millinocket	3	1,500.00	250.00	
Belgrade	4	295.59		100.00	Milltown	4	749.31		50.00
Berwick	3	1,100.00	164.00		Milo	4	916.95		80.00
Bethel	3	1,400.00	200.00	100.00	Monmouth	4	549.32		60.00
Bigelow	4	173.02		70.00	Newcastle	4	741.31		50.00
Bingham	4	888.46		140.00	Newport	3	1,200.00	194.00	
Bluchill	4	784.55		150.00	North Anson	4	937.94		130.00
Boothbay	4	280.20		50.00	North Berwick	3	1,100.00	146.00	
Boothbay Harbor ¹	3	1,400.00	137.00	200.00	North Hancock	4	148.57		50.00
Bowdoinham	4	968.67		50.00	North Jay	4	572.86		30.00
Braggville	4	251.33		100.00	North Lebanon	4	138.02		40.00
Bridgton	3	1,500.00	185.00	120.00	North Leeds	4	87.32		60.00
Bryant Pond	4	505.83		50.00	North New Portland	4	311.43		60.00
Buckfield	4	720.70		120.00	Northport Camp Grounds ²	4	183.47		
Bucksport	3	1,400.00	204.00	300.00	North Vassalboro	4	677.52		30.00
Burlleigh	4	226.59		40.00	Norway	3	1,700.00	306.00	200.00
Canton	4	857.54		150.00	Oakland	3	1,400.00	105.00	160.00
Caribou	3	1,600.00	254.00	450.00	Ogunquit ⁴	4	704.52		
Carrebassett	4	60.93		40.00	Old Orchard ⁵	3	1,600.00	235.00	180.00
Castine ¹	3	1,200.00			Oldtown	3	1,800.00	254.00	
Charlotte	4	139.65		60.00	Orono	3	1,500.00	150.00	30.00
Cherryfield	4	1,000.00		150.00	Patten	4	1,000.00		30.00
Clinton	4	893.25		50.00	Peak Island ⁶	4	253.76		
Cornish	4	784.80		100.00	Perry	4	238.09		40.00
Costigan	4	285.50		50.00	Phillips	3	1,200.00	160.00	
Cumberland Mills	3	1,300.00	166.00		Phippsburg ⁷	4	206.97		
Damariscotta	3	1,100.00	165.00	200.00	Pittsfield	3	1,600.00	356.00	200.00
Danforth	4	877.84		100.00	Poland	4	581.53		60.00
Danville	4	228.76		120.00	Presque Isle	3	1,600.00	254.00	250.00
Dead River	4	103.72		40.00	Princeton	4	609.67		100.00
Dexter	3	1,600.00	304.00	300.00	Rangeley	4	983.37		120.00
Dixfield	4	627.35		120.00	Readfield Depot	4	259.61		60.00
Dover	3	1,400.00	140.00		Richmond	3	1,400.00	245.00	150.00
Dryden	4	246.65		80.00	Rumford Center	4	193.65		80.00
East Baldwin	4	223.46		50.00	Rumford Falls	3	1,800.00	360.00	100.00
East Brownfield	4	373.41		100.00	Sanford	3	1,700.00	450.00	
East Holden	4	160.19		70.00	Seal Harbor ⁸	4	678.43		80.00
Eastport	3	1,900.00		450.00	Searsmont	4	285.74		40.00
East Sumner	4	308.69		30.00	South Berwick	3	1,400.00	142.00	
Ellsworth	3	1,800.00		1,200.00	South Brewer	4	555.45		80.00
Fairfield	3	1,600.00	254.00	100.00	South Lagrange	4	100.84		90.00
Farmington	3	1,700.00	346.00	400.00	South Norridge	4			
Forest Station	4	112.04		80.00	South Paris	3	1,500.00	175.00	
Fort Fairfield	3	1,400.00	200.00		Southwest Harbor	4	521.21		60.00
Foxcroft	3	1,800.00	208.00		Sprague Mill	4	408.80		50.00
Franklin	4	394.61		50.00	Springvale	3	1,400.00	124.00	80.00
Freedom	4	388.30		150.00	Steep Falls	4	311.30		40.00
Freeport	3	1,300.00	250.00	150.00	Stockton Springs	4	473.06		100.00
Fryeburg	4	1,000.00		150.00					
Gorham	3	1,200.00	144.00						

¹\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$200 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$35 temporary clerk hire, July 1 to Sept. 30, 1901.

⁴\$75 temporary clerk hire, July 1 to Sept. 30, 1901.

⁵\$300 temporary clerk hire, July 1 to Sept. 30, 1901.

⁶\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

⁷\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
MAINE—cont'd.					MARYLAND—c't'd.				
Thomaston	3	\$1,600.00	\$277.00	\$150.00	Glyndon	4	\$516.61		\$60.00
Togus	3	1,200.00	146.00		Goldenhill	4	206.96		90.00
Topsheld	4	166.96		40.00	Goldsboro	4	404.03		40.00
Union	4	581.16		76.00	Grantsville	4	370.59		100.00
Unity	4	518.08		60.00	Grimes	4	54.96		40.00
Vanceboro	4	507.80		50.00	Hancock	4	982.42		400.00
Vinalhaven	3	1,100.00	156.00		Havre de Grace	3	1,600.00	\$156.00	150.00
Waldoboro	3	1,200.00		200.00	Hayden	4	77.30		
Waterboro	4	442.49		30.00	Hazen	4	59.46		80.00
Wells	4	499.96		50.00	Hoods Mills	4	251.53		40.00
West Buxton	4	591.56		50.00	Hoyes	4	100.51		80.00
West Eden	4	106.79		100.00	Hurlock	4	668.95		40.00
West Paris.	4	717.11		70.00	Island Creek	4	137.89		40.00
West Pownal	4	184.17		40.00	Jarboesville	4	63.40		80.00
West Sullivan	4	244.31		50.00	Jarrettsville	4	316.29		30.00
Whiterock	4	206.19		60.00	Keedysville	4	399.89		60.00
Winter Harbor	4	582.79			Knoxville	4	306.17		120.00
Winthrop	3	1,200.00	145.00	70.00	Lantz	4	65.53		100.00
Wiscasset	3	1,000.00		200.00	Laurel	3	1,500.00	174.00	400.00
Woolwich	4	321.73		40.00	Leonardtown	4	566.36		200.00
MARYLAND.					Linkwood	4	155.00		40.00
Aberdeen	3	1,100.00	102.00	70.00	Lockraven	4	115.45		40.00
Adamstown	4	307.36		50.00	Lonaconing	3	1,500.00	216.00	100.00
Aireys	4	203.10		60.00	Luke	4	450.70		100.00
Araby	4	281.59		60.00	Magnolia	4	243.97		90.00
Baldwin	4	214.13		140.00	Mardela Springs	4	273.44		40.00
Barclay	4	284.05		40.00	Mechanicsville	4	322.85		100.00
Belair	3	1,700.00	201.00	120.00	Millersville	4	227.95		60.00
Berlin	3	1,500.00	146.00	150.00	Millington	4	22.30		60.00
Bigspring	4	107.04		200.00	Monie	4	80.24		60.00
Boonsboro	4	514.31		80.00	Monrovia	4	271.86		100.00
Bowie	4	336.84		200.00	Motters	4	161.07		40.00
Boysd	4	309.03		100.00	Mountain Lake	4	964.39		
Bradshaw	4	144.25		80.00	Park	4	175.98		100.00
Brandywine	4	247.64		150.00	Mount Harmony	4	201.21		40.00
Breathedsville	4	226.75		40.00	Mount Vernon	4	207.29		40.00
Brunswick	3	1,000.00	218.00	160.00	Myersville	4	207.29		40.00
Cambridge	3	1,900.00	290.00	600.00	Oakland	3	1,600.00	223.00	300.00
Cedarville	4	67.47		60.00	Olney	4	219.63		50.00
Centerville	3	1,500.00	304.00	200.00	Parkton	4	359.47		60.00
Charlotte Hall	4	376.67		40.00	Peninsula Junction	4	202.11		200.00
Chestertown	3	1,700.00	248.00	110.00	Pindell	4	73.37		200.00
Churchville	4	317.02		50.00	Pocomoke City	3	1,500.00	248.00	170.00
Clearyville	4	426.86		70.00	Point of Rocks	4	463.39		170.00
Cockeysville	4	697.12		200.00	Poolesville	4	428.52		60.00
Collegepark	4	780.29		24.00	Port Deposit	3	1,600.00	200.00	60.00
Conowingo	4	469.47		120.00	Port Tobacco	4	151.61		170.00
Crisfield	3	1,500.00	200.00	170.00	Prince Fredericktown	4	338.64		280.00
Damascus	4	217.82		100.00	Princess Anne	3	1,500.00	298.00	500.00
Deerpark	4	598.35		100.00	Pylesville	4	229.70		60.00
Denton	3	1,400.00	186.00	190.00	Queen Anne	4	352.82		100.00
Dickerson	4	281.60		200.00	Queenstown	4	602.90		280.00
East Newmarket	4	51.93		60.00	Reisterstown	4	788.38		100.00
Edgewood	4	208.45		70.00	Ridgson	3	1,200.00	146.00	150.00
Elkton	3	1,600.00	255.00	250.00	Rocks	4	255.51		30.00
Ellicott City	3	1,600.00	273.00	150.00	Rockville	3	1,400.00	290.00	800.00
Emmitsburg	3	1,100.00	123.00	40.00	Rowlandsville	4	299.86		100.00
Fairmount	4	184.89		40.00	St. Leonard	4	54.03		100.00
Fallston	4	298.68		120.00	St. Marys City	4	206.42		60.00
Faulkner	4	228.25		250.00	Sellman	4	217.75		100.00
Federalburg	4	709.17		60.00	Smithsburg	4	515.05		60.00
Forest Glen	4	918.78		100.00	Snowhill	3	1,400.00	185.00	200.00
Foresthill	4	317.74		40.00	Swanton	4	306.22		40.00
Friendsville	4	351.51		70.00	Sykesville	4	1,000.00		180.00
Frostburg	3	1,800.00	331.00	250.00	Thurmont	4	692.58		40.00
Gaithersburg	4	418.41		50.00	Union Bridge	4	987.46		250.00
Gallant Green	4	85.96		40.00	Upper Fairmont	4	370.42		180.00
Germantown	4	411.26		40.00	Upper Marlboro	4	893.00		120.00
Gittings	4	230.36		60.00	Valley Lee	4	131.14		70.00
Glenarm	4	149.65		40.00	Westover	4	313.16		300.00
Glenoe	4	340.82		60.00	Whitehall	4	317.47		50.00

*\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

*\$30 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Allowances.		Office.	Class.	Allowances.	
		Salary of postmaster July 1, 1901.	Rent, fuel, and light.			Salary of postmaster July 1, 1901.	Rent, fuel, and light.
MARYLAND—c't'd.				MASSACHUSETTS—continued.			
Whitehaven.....	4	\$201.28		Millville.....	4	\$366.56	\$30.00
Woodbine.....	4	306.85	80.00	Mittineague.....	3	1,400.00	\$197.00
Yorkroad.....	4	296.33	110.00	Monson.....	3	1,730.00	306.00
MASSACHUSETTS.				Nanepashemet *.....	4	679.28	
Abington.....	3	1,400.00	\$240.00	Needham.....	3	1,400.00	165.00
Allerton ¹	4	613.18		North Abington.....	3	1,600.00	285.00
Ashburnham.....	3	1,100.00	148.00	North Andover.....	3	1,300.00	140.00
Ashland.....	3	1,200.00	165.00	Northboro.....	3	1,200.00	124.00
Athol Center.....	3	1,400.00	240.00	North Easton.....	3	1,600.00	148.00
Attleboro Falls.....	3	1,500.00	228.00	North Grafton.....	3	1,100.00	164.00
Ayers.....	3	1,800.00	304.00	North Plymouth.....	3	1,300.00	150.00
Baldwinsville.....	3	1,500.00	180.00	Onset ²	4	1,000.00	
Bancroft.....	4	198.13		Orleans.....	4	871.98	100.00
Barre.....	3	1,500.00	219.00	Oxford.....	3	1,000.00	160.00
Belmont.....	3	1,600.00	277.00	Provincetown.....	3	1,700.00	350.00
Braintree.....	3	1,500.00	235.00	Randolph.....	3	1,600.00	277.00
Bridgewater.....	3	1,900.00	280.00	Rockland.....	3	1,900.00	460.00
Brightwood.....	3	1,600.00	189.00	Rockport.....	3	1,600.00	297.00
Brookfield.....	3	1,400.00	186.00	Russell.....	4	359.87	30.00
Canton.....	3	1,600.00	450.00	Sandwich.....	3	1,400.00	210.00
Charlemont.....	4	783.91		Savoy Center.....	4	53.80	40.00
Chatham.....	3	1,300.00	196.00	Sharon.....	3	1,300.00	115.00
Chester.....	3	1,400.00	130.00	Shelburne Falls.....	3	1,700.00	231.00
Chestnuthill ³	3	1,600.00	198.00	Shirley.....	3	1,500.00	124.00
Clifton.....	4	561.92		South Ashburnham.....	3	1,100.00	126.00
Cohasset.....	3	1,600.00	194.00	South Braintree.....	3	1,600.00	277.00
Cottage City ⁴	3	1,800.00	420.00	South Brewster.....	4	221.38	40.00
Cotuit ⁵	4	646.75		South Hadley.....	4	1,000.00	40.00
Dalton.....	3	1,600.00	200.00	South Hadley Falls.....	3	1,600.00	238.00
East Bridgewater.....	3	1,200.00	142.00	South Weymouth.....	3	1,900.00	256.00
East Douglass.....	3	1,100.00	86.00	Stockbridge.....	3	1,600.00	304.00
East Pepperell.....	3	1,500.00	250.00	Stoughton.....	3	1,700.00	358.00
East Walpole.....	3	1,500.00	140.00	Surfside ⁶	4	436.19	
East Weymouth.....	3	1,500.00	212.00	Townsend.....	3	1,100.00	115.00
East Whitman.....	3	1,000.00	155.00	Tufts College.....	3	1,200.00	190.00
Edgartown.....	3	1,300.00	156.00	Turners Falls.....	3	1,700.00	308.00
Fairhaven.....	3	1,500.00	304.00	Uxbridge.....	3	1,400.00	225.00
Falmouth.....	3	1,500.00	135.00	Vineyard Haven.....	3	1,400.00	243.00
Foxboro.....	3	1,700.00	312.00	Walpole.....	3	1,600.00	186.00
Framingham.....	3	1,600.00	210.00	Wareham.....	3	1,300.00	142.00
Georgetown.....	3	1,500.00	216.00	Warren.....	3	1,500.00	256.00
Gilbertville.....	4	866.02		Waverly.....	3	1,700.00	232.00
Grafton.....	3	1,100.00	185.00	Wellesley Hills.....	3	1,600.00	275.00
Groton.....	3	1,400.00	127.00	West Acton.....	3	1,200.00	160.00
Hanover.....	4	776.09		West Barnstable.....	4	562.81	150.00
Highlandville.....	3	1,600.00	149.00	West Brookfield.....	3	1,100.00	96.00
Hingham.....	3	1,900.00	240.00	Westdale.....	4	213.39	40.00
Hinsdale.....	4	952.64		Weymouth.....	3	1,600.00	294.00
Holliston.....	3	1,400.00	227.00	Weymouth Center.....	3	1,600.00	256.00
Hopedale.....	3	1,700.00	154.00	Whitinsville.....	3	1,800.00	236.00
Hopkinton.....	3	1,100.00	196.00	Whitman.....	3	1,800.00	460.00
Huntington.....	4	1,000.00		Winchendon.....	3	1,900.00	300.00
Hyannis.....	3	1,500.00	300.00				
Hyannisport.....	4	496.60		MICHIGAN.			
Indian Orchard ²	3	1,500.00	250.00	Abbotsford.....	4	97.83	40.00
Ipswich.....	3	1,700.00	258.00	Agricultural Col- lege.....	3	1,500.00	200.00
Lancaster.....	3	1,000.00	140.00	Alden.....	4	474.81	50.00
Leicester.....	3	1,000.00	100.00	Allegan.....	3	1,900.00	460.00
Lenox ⁵	3	1,900.00	258.00	Allen.....	4	501.27	60.00
Lexington.....	3	1,700.00	174.00	Alma.....	3	1,800.00	245.00
Ludlow.....	3	1,200.00	95.00	Applegate.....	4	294.06	130.00
Manchester ⁶	3	1,700.00	230.00	Atlanta.....	4	245.49	40.00
Mansfield.....	3	1,700.00	210.00	Auburn.....	4	361.77	50.00
Maynard.....	3	1,500.00	250.00	Augusta.....	4	671.34	140.00
Medfield.....	3	1,600.00	296.00	Ausable.....	4	1,000.00	90.00
Medway.....	3	1,300.00	139.00	Avoca.....	4	325.34	90.00
Merrick.....	3	1,300.00	223.00	Badaxe.....	3	1,400.00	188.00
Merrimac.....	3	1,400.00	228.00	Bancroft.....	3	1,100.00	140.00
Millbury.....	3	1,600.00	236.00				

¹ \$75 temporary clerk hire, July 1 to Sept. 30, 1901.

² Oct. 1, station, Boston.

³ \$50 temporary clerk hire, July 1 to Sept. 30, 1901.

⁴ \$500 temporary clerk hire, July 1 to Sept. 30, 1901.

⁵ \$250 temporary clerk hire, July 1 to Sept. 30, 1900.

⁶ \$125 temporary clerk hire, June 1 to Oct. 30, 1901.

⁷ \$225 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of	Allowances.		Office.	Class.	Salary of	Allowances.	
		post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separa- rating service.			post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separa- rating service.
MICHIGAN—cont'd.					MICHIGAN—cont'd.				
Bangor	3	\$1,400.00	\$105.00		Dundee	3	\$1,100.00	\$152.00	\$60.00
Bayview ¹	4	404.24			Durand	3	1,600.00	235.00	220.00
Beaverton	4	572.92		\$40.00	East Jordan	3	1,300.00	196.00	
Beech	4	101.05		120.00	East Tawas	3	1,200.00	225.00	
Belding	3	1,800.00	358.00	100.00	Eaton Rapids	3	1,800.00	354.00	120.00
Bellaire	3	1,300.00	230.00	40.00	Elk Rapids	3	1,400.00	164.00	
Belleville	4	670.46		100.00	Ellsworth	4	560.29		70.00
Bellevue	3	1,900.00	190.00		Elmira	4	492.86		25.00
Belmont	4	428.81		60.00	Elsie	3	1,100.00	250.00	200.00
Berrien Center	4	294.70			Evart	3	1,600.00	221.00	100.00
Berrien Springs	3	1,100.00	166.00		Fairgrove	4	635.81		50.00
Bessemer	3	1,700.00	55.00		Fairhaven	4	180.30		60.00
Birmingham	3	1,800.00	275.00	100.00	Fennville	4	1,000.00		70.00
Blackriver	4	396.89		40.00	Fenton	3	1,800.00	206.00	70.00
Blaine	4	255.43		40.00	Fillmore Center	4	86.68		50.00
Blissfield	3	1,300.00	140.00	200.00	Flushing	3	1,300.00	196.00	
Boyne	3	1,100.00	185.00	100.00	Fowlerville	3	1,300.00	196.00	
Boyne Falls	4	791.35		50.00	Frankfort	3	1,300.00	194.00	150.00
Brampton	4	151.37		20.00	Fraser	4	178.23		50.00
Bravo	4	181.65		50.00	Fremont	3	1,600.00	252.00	160.00
Bridgewater	4	200.54		40.00	Galesburg	3	1,000.00	136.00	
Brighton	3	1,100.00	119.00		Gallen	4	746.76		40.00
Britton	4	434.10		60.00	Gatesville	4	140.45		50.00
Bronson	3	1,400.00	174.00	200.00	Gaylord	3	1,600.00	170.00	
Brooklyn	4	991.10		40.00	Gladstone	3	1,700.00	324.00	
Brown City	4	1,000.00		150.00	Gladwin	4	1,000.00		180.00
Buchanan	3	1,500.00	308.00		Glen Arbor	4	268.14		90.00
Byron Center	4	350.17		40.00	Glenhaven	4	117.06		40.00
Caldwell	4	225.62		40.00	Grand Blanc	4	604.09		120.00
Camden	4	564.96		50.00	Grand Haven	3	1,900.00	335.00	110.00
Capac	4	978.25		80.00	Grand Junction	4	434.12		40.00
Carleton	4	809.60		50.00	G'andledge	3	1,600.00	266.00	80.00
Caro	3	1,900.00	460.00	1,000.00	Grand Marais	3	1,300.00	126.00	
Carson City	3	1,200.00	119.00		Grant	4	594.13		40.00
Carsonville	4	895.69		170.00	Grasslake	3	1,100.00	194.00	100.00
Cassville	4	479.13		50.00	Grayling	3	1,400.00	194.00	100.00
Cass City	3	1,400.00	196.00	150.00	Greenville	3	1,900.00	380.00	300.00
Cassopolis	3	1,600.00	310.00	400.00	Gregory	4	387.12		70.00
Cedarale	4	90.49		15.00	Grindstone City	4	379.77		40.00
Cedar Springs	3	1,100.00	142.00	100.00	Hanover	4	665.89		40.00
Cement City	4	90.71		40.00	Harbor Beach ²	3	1,600.00	300.00	150.00
Central Lake	3	1,100.00	144.00	70.00	Harbor Springs ⁴	3	1,600.00	223.00	250.00
Charlevoix ¹	3	1,700.00	360.00	380.00	Harrison	4	751.04		60.00
Chatham	4	185.61		50.00	Hart	3	1,600.00	250.00	250.00
Chelsea	3	1,500.00	229.00	60.00	Hartford	3	1,500.00	144.00	200.00
Cheesaning	3	1,400.00	192.00	90.00	Hartmann	4	100.82		40.00
Clare	3	1,600.00	250.00	250.00	Highland Station	4	429.11		80.00
Clarion	4	292.51		40.00	Holly	3	1,700.00	325.00	180.00
Clarklake	4	211.82		60.00	Halton	4	648.24		40.00
Clarksdale	4	565.96		40.00	Homer	3	1,500.00	142.00	40.00
Clayton	3	1,240.00	120.00	40.00	Honor	4	711.01		50.00
Clinton	3	1,260.00	188.00		Hoppertown	4	224.71		50.00
Clio	3	1,500.00	146.00	190.00	Howard City	3	1,600.00	196.00	150.00
Coleman	4	1,000.00		320.00	Howell	3	1,800.00	308.00	120.00
Coloma ²	4	1,000.00			Hudsonville	4	302.34		100.00
Colon	3	1,200.00	85.00		Imlay City	3	1,600.00	225.00	40.00
Constantine	3	1,300.00	256.00		Iron River	3	1,200.00	155.00	
Cooks	4	426.15		50.00	Ithaca	3	1,700.00	410.00	800.00
Copemish	4	530.14		110.00	Jonesville	3	1,500.00	200.00	40.00
Corunna	3	1,200.00	294.00	150.00	Kaleva	4	166.06		30.00
Crapo	4	130.22		40.00	Kalkaska	3	1,500.00	196.00	860.00
Crooked Lake	4	157.31		70.00	Lake Ann	4	819.09		60.00
Crowell	3	1,300.00	140.00	100.00	Lake City	3	1,000.00	133.00	70.00
Crystal Falls	3	1,600.00	189.00	30.00	Lake Linden	3	1,600.00	276.00	
Davison	4	289.82		50.00	Lake Odessa	3	1,300.00	211.00	40.00
Decatur	4	1,300.00	135.00	80.00	Lakeview	3	1,300.00	202.00	
Decker	4	751.08		50.00	L'Anse	4	775.96		100.00
Deford	4	256.17		30.00	Lapeer	3	1,900.00	258.00	50.00
Delray	3	1,200.00	80.00		Laurium	3	1,700.00	174.00	
Delton	4	373.16		60.00	Lewdale	4	67.84		10.00
Detour	4	527.55		60.00	Lawton	3	1,200.00	144.00	60.00
Dollar Bay	4	768.91		40.00	Leland	4	387.47		50.00
Doyle	4	75.68		40.00	Lenox	4	600.26		150.00

¹\$150 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

⁴\$200 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
MICHIGAN—cont'd.					MICHIGAN—cont'd.				
Leslie	3	\$1,400.00	\$300.00	\$20.00	Port Austin	4	\$694.34		\$100.00
Lewiston	4	919.80		120.00	Portland	3	1,800.00	\$260.00	40.00
Lincoln	4	281.83		40.00	Port Sanilac	4	480.91		80.00
Lowell	3	1,600.00	804.00	200.00	Powers	4	524.94		150.00
McBain	4	625.65		90.00	Prattville	4	347.37		40.00
McBrides	4	474.22		70.00	Quincy	3	1,500.00	317.00	30.00
McGregor	4	115.39		40.00	Quinnesec	4	646.65		90.00
McMillan	4	99.15		40.00	Rapid City	4	534.13		150.00
Macatawa ¹	4	575.87			Rapid River	4	482.44		70.00
Mackinac Island ²	4	1,000.00			Reading	3	1,400.00	216.00	
Mackinaw	4	776.78		300.00	Reed City	3	1,700.00	294.00	50.00
Mancelona	4	1,500.00	223.00	40.00	Remus	4	579.82		80.00
Manchester	3	1,300.00	198.00		Republic	3	1,000.00	164.00	
Manistiquie	3	1,800.00	460.00	70.00	Rhodes	4	164.70		60.00
Manton	3	1,200.00	106.00		Riverdale	4	362.28		70.00
Marcellus	3	1,300.00	175.00	40.00	Rives Junction	4	322.55		60.00
Marine City	3	1,600.00	277.00		Rochester	3	1,600.00	300.00	40.00
Mariette	3	1,400.00	180.00	90.00	Romeo	3	1,400.00	306.00	
Martin	4	505.62		40.00	Romulus	4	352.88		50.00
Mason	3	1,600.00	304.00	30.00	Roscommon	4	881.70		80.00
Mass.	4	642.32		40.00	Royal Oak	4	416.39		180.00
Mayville	3	1,200.00	205.00	60.00	Rudyard	4	239.97		40.00
Mendon	3	1,200.00	200.00	60.00	Ruth	4	257.04		40.00
Merrill	4	712.22		20.00	St. Charles	3	1,200.00	185.00	200.00
Metamora	4	487.44		100.00	St. Clair	3	1,700.00	274.00	200.00
Meyers	4	59.63		50.00	St. Ignace	3	1,500.00	190.00	280.00
Michie	4	98.99		60.00	St. Louis	3	1,700.00	331.00	70.00
Middleville	3	1,200.00	194.00	100.00	Saline	3	1,300.00	109.00	
Midland	3	1,600.00	277.00	150.00	Sandhill	4	192.29		40.00
Milan	3	1,400.00	196.00	130.00	Sanford	4	300.49		20.00
Millford	3	1,400.00	202.00		Sanilac Center	4	937.62		140.00
Millersburg	4	625.57		40.00	Saranac	3	1,100.00	140.00	
Minden City	4	646.53		40.00	Sawyer	4	299.39		60.00
Montague	4	1,000.00		30.00	Schoolcraft	3	1,100.00	160.00	
Montgomery	4	340.59		90.00	Scottville	4	979.90		30.00
Moorepark	4	238.36		40.00	Senev	4	399.54		50.00
Morenci	3	1,400.00	208.00	100.00	Shelby	3	1,500.00	310.00	100.00
Munising	3	1,500.00	250.00	40.00	Shepardsville	4	241.13		40.00
Munson	4	134.41		40.00	Sheridan	4	625.27		40.00
Nashville	3	1,400.00	246.00	50.00	Shiloh	4	133.96		80.00
Negaunee	3	1,900.00	410.00	70.00	Sidnaw	4	715.48		180.00
Newaygo	3	1,200.00	160.00	130.00	Solon	4	109.33		40.00
Newberry	3	1,300.00	250.00		South Manistiquie	4	170.39		30.00
New Buffalo	4	599.63		40.00	Sparta	3	1,200.00	108.00	
Newhaven	4	596.65		100.00	Standish	3	1,200.00	174.00	
New Lothrop	4	577.96		40.00	Stanton	3	1,400.00	128.00	40.00
North Adams	4	656.57		40.00	Sterling	4	252.83		70.00
Northbranch	3	1,100.00	130.00	40.00	Sturgeon River	4	259.85		40.00
North Morenci	4	77.77		40.00	Sturgis	3	1,700.00	308.00	270.00
Northville	3	1,500.00	230.00		Suttons Bay	4	463.38		60.00
Norway	3	1,700.00	329.00		Tecumseh	3	1,800.00	283.00	300.00
Olivet	3	1,400.00	220.00		Tekonsia	3	1,100.00	196.00	
Onaway	3	1,200.00	164.00	100.00	Thompsonville	3	1,100.00	144.00	
Onondaga	4	377.86		10.00	Troutlake	4	400.30		80.00
Ontonagon	3	1,100.00	174.00		Tyre	4	183.77		60.00
Oscoda	3	1,100.00	168.00		Union City	3	1,500.00	240.00	100.00
Otsego	3	1,600.00	247.00		Urban	4	79.41		40.00
Ottawa Beach ¹	4	204.12			Vanderbilt	4	717.92		50.00
Otter Lake	4	381.98		40.00	Vassar	3	1,700.00	350.00	660.00
Ovid	3	1,500.00	252.00		Vestaburg	4	349.01		40.00
Oxford	3	1,500.00	132.00	130.00	Vicksburg	3	1,200.00	166.00	200.00
Palms	4	163.62		50.00	Walled Lake	4	305.76		70.00
Paw Paw	3	1,600.00	227.00	60.00	Wasepi	4	72.58		50.00
Pellston	4	230.55		50.00	Watersmeet	4	501.75		120.00
Pentecost	4	193.42		40.00	Watervliet ²	3	1,100.00	100.00	
Pentwater	3	1,400.00	200.00	160.00	Wayne	3	1,400.00	180.00	40.00
Perry	3	1,000.00	136.00		Wells	4	525.22		100.00
Pewamo	4	528.04		120.00	Westbranch	3	1,400.00	240.00	100.00
Pickford	4	490.95		150.00	Weston	4	407.01		90.00
Pinconning	4	999.61		200.00	Whitecloud	4	786.37		90.00
Plainfield	4	159.40		40.00	Whitehall	3	1,200.00	170.00	
Plainwell	3	1,400.00	282.00		White Pigeon	3	1,200.00	181.00	100.00
Plymouth	3	1,700.00	169.00	20.00	Williamston	3	1,400.00	314.00	

¹\$75 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$400 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$125 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
MICHIGAN—cont'd.					MINNESOTA—cont'd.				
Wixom.....	4	\$316.63		\$54.00	Eyota.....	4	\$791.51		\$90.00
Yale.....	3	1,400.00	\$196.00	150.00	Fairmont.....	3	1,800.00	\$358.00	150.00
Zeeland.....	3	1,100.00	129.00	50.00	Fertile.....	4	949.29		100.00
MINNESOTA.					Foston.....	3	1,400.00	223.00	300.00
Ada.....	3	1,500.00	235.00	50.00	Franklin.....	4	729.91		50.00
Adrain.....	3	1,400.00	248.00	80.00	Fulda.....	3	1,100.00	196.00	40.00
Aitkin.....	3	1,600.00	222.00	200.00	Germantown.....	4	305.96		100.00
Alexandria.....	3	1,700.00	360.00	100.00	Glencoe.....	3	1,500.00	350.00	140.00
Amboy.....	3	1,500.00	146.00	180.00	Glenwood.....	3	1,400.00	160.00	50.00
Annapdale.....	4	922.26		40.00	Graceville.....	3	1,300.00	175.00	
Anoka.....	3	1,700.00	360.00	400.00	Grand Rapids.....	3	1,600.00	348.00	
Appleton.....	3	1,400.00	170.00		Granite Falls.....	3	1,600.00	252.00	40.00
Arago.....	4	80.62		40.00	Grove City.....	4	643.94		40.00
Argyle.....	3	1,100.00	160.00	100.00	Hallock.....	3	1,300.00	198.00	40.00
Artichoke Lake.....	4	230.32		20.00	Hampton.....	4	344.96		90.00
Atwater.....	4	1,000.00		100.00	Harris.....	4	452.80		50.00
Avon.....	4	239.92		90.00	Hartland.....	4	412.05		40.00
Badger.....	4	712.99		100.00	Hastings.....	3	1,700.00	444.00	200.00
Bagley.....	4	231.01		60.00	Hawley.....	3	1,100.00	146.00	60.00
Barnesville.....	3	1,400.00	164.00		Hayfield.....	4	672.79		120.00
Belgrade.....	4	731.81		40.00	Hector.....	3	1,200.00	164.00	
Bemidji.....	3	1,800.00	223.00	800.00	Herman.....	3	1,000.00	164.00	40.00
Benson.....	3	1,600.00	314.00	150.00	Heron Lake.....	3	1,800.00	191.00	
Bigelow.....	4	448.21		40.00	Hewitt.....	4	621.00		60.00
Bingham Lake.....	4	401.83		80.00	Hibbings.....	3	1,700.00	250.00	
Bird Island.....	3	1,100.00	210.00	40.00	Hopkins.....	3	1,500.00	170.00	220.00
Biwabik.....	3	1,200.00	166.00		Houston.....	4	811.20		160.00
Blakely.....	4	321.47		40.00	Howard Lake.....	4	942.61		100.00
Blooming Prairie.....	3	1,200.00	196.00	240.00	Hutchinson.....	3	1,600.00	277.00	250.00
Blue Earth City.....	3	1,700.00	365.00	300.00	Iona.....	4	611.19		40.00
Brandon.....	4	631.57		100.00	Isanti.....	4	489.11		110.00
Breckenridge.....	4	1,300.00	185.00		Jackson.....	3	1,600.00	198.00	160.00
Brieclyn.....	4	643.66		40.00	Janesville.....	3	1,800.00	196.00	
Brocton.....	3	533.85		50.00	Kasson.....	3	1,300.00	223.00	40.00
Brown Valley.....	3	1,200.00	164.00	70.00	Kellogg.....	4	409.47		10.00
Buffalo.....	3	1,200.00	164.00	40.00	Kensington.....	4	522.46		50.00
Butterfield.....	4	672.38		150.00	Kenyon.....	3	1,200.00	226.00	100.00
Caledonia.....	3	1,300.00	174.00		Lac qui Parle.....	4	184.58		10.00
Cambridge.....	3	1,100.00	166.00	200.00	Lake Benton.....	3	1,200.00	154.00	
Campbell.....	4	682.91		40.00	Lake Crystal.....	3	1,300.00	286.00	60.00
Canby.....	3	1,600.00	236.00		Lakefield.....	3	1,200.00	144.00	
Cannon Falls.....	3	1,400.00	125.00		Lakepark.....	3	1,100.00	144.00	
Carlton.....	4	899.30		40.00	Lambert.....	4	159.78		150.00
Carver.....	4	541.03		60.00	Lamberton.....	3	1,100.00	100.00	
Cass Lake.....	3	1,400.00	246.00		Lanesboro.....	3	1,100.00	116.00	40.00
Cedar Mills.....	4	107.65		40.00	Leroy.....	3	1,200.00	175.00	
Centergrove.....	4	215.25		40.00	Lesueur.....	3	1,500.00	292.00	200.00
Chatfield.....	3	1,500.00	260.00		Lewiston.....	4	542.85		50.00
Claremont.....	4	568.44		60.00	Litchfield.....	3	1,700.00	296.00	250.00
Clitherall.....	4	311.98		40.00	Long Prairie.....	3	1,500.00	360.00	40.00
Cloquet.....	3	1,800.00	352.00		Luverne.....	3	1,700.00	236.00	
Cokato.....	4	973.16		40.00	Lyle.....	4	849.94		50.00
Constance.....	4	120.28		60.00	McIntosh.....	4	1,000.00		40.00
Darwin.....	4	170.27		40.00	Mabel.....	4	667.27		60.00
Dassel.....	4	1,000.00		40.00	Madella.....	3	1,600.00	277.00	420.00
Davidson.....	4	74.17		40.00	Madison.....	3	1,500.00	223.00	
Dawson.....	3	1,200.00	186.00		Madison Lake.....	4	513.81		40.00
Delano.....	4	919.20		60.00	Mapleplain.....	4	357.76		50.00
Dennison.....	4	267.76		100.00	Mapleton.....	3	1,200.00	164.00	40.00
Detroit City.....	3	1,600.00	304.00	200.00	Marshall.....	3	1,800.00	420.00	50.00
Dodge Center.....	3	1,100.00	194.00	50.00	Medford.....	4	375.06		40.00
Eagle Bend.....	3	1,000.00	164.00		Melrose.....	3	1,300.00	223.00	60.00
East Grand Forks.....	3	1,400.00	174.00		Milaca.....	3	1,100.00	174.00	100.00
Elbow Lake.....	3	1,100.00	180.00	80.00	Minneka.....	4	488.99		40.00
Elgin.....	4	586.61		40.00	Minnesota Lake.....	4	732.44		40.00
Elk River.....	3	1,000.00	162.00	50.00	Montevideo.....	3	1,700.00	296.00	40.00
Elmore.....	3	1,100.00	174.00		Monticello.....	3	1,200.00	163.00	40.00
Ely.....	3	1,600.00	250.00		Mora.....	3	1,100.00	196.00	150.00
Englund.....	4	127.95		100.00	Morris.....	3	1,700.00	294.00	100.00
Eveleth.....	3	1,800.00	164.00		Nerstrand.....	4	389.70		40.00
Excelsior.....	3	1,100.00	220.00	360.00	New Brighton.....	4	347.26		40.00
					Newhouse.....	4	130.72		50.00
					New London.....	4	611.48		100.00

¹\$38 temporary clerk hire, Apr. 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Allowances.			Office.	Class.	Allowances.		
		Salary of post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separating service.			Salary of post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separating service.
MINNESOTA—c't'd.					MINNESOTA—cont'd.				
New Prague.....	3	\$1,300.00	\$164.00	\$180.00	Winthrop.....	3	\$1,100.00	\$128.00	\$50.00
New York Mills.....	4	1,000.00	.....	20.00	Worthington.....	3	1,900.00	331.00	340.00
Northbranch.....	4	1,000.00	.....	120.00	Zions.....	4	170.47	.....	60.00
Norwood.....	4	616.06	.....	40.00	Zumbrota.....	3	1,400.00	198.00	90.00
Olivia.....	3	1,200.00	174.00	60.00	MISSISSIPPI.				
Ortonville.....	3	1,400.00	166.00	150.00	Abbeville.....	4	361.76	.....	40.00
Ossakis.....	3	1,200.00	294.00	120.00	Abbott.....	4	181.68	.....	50.00
Park Rapids.....	3	1,400.00	192.00	100.00	Aberdeen.....	3	1,700.00	.....	100.00
Pelican Rapids.....	3	1,300.00	200.00	150.00	Ackerman.....	4	766.63	.....	200.00
Perham.....	3	1,300.00	230.00	150.00	Acme.....	4	41.77	.....	100.00
Pine City.....	3	1,100.00	100.00	.....	Agricultural Col- lege.....	4	838.43	.....	30.00
Pipestone.....	3	1,800.00	420.00	120.00	Allen.....	4	51.21	.....	40.00
Plainview.....	3	1,200.00	188.00	.....	Alto.....	4	47.45	.....	70.00
Prairie Junction.....	4	96.74	.....	50.00	Auding.....	4	216.35	.....	100.00
Preston.....	3	1,500.00	250.00	280.00	Artesia.....	4	405.78	.....	80.00
Princeton.....	3	1,500.00	220.00	150.00	Ashland.....	4	308.56	.....	150.00
Redlake Falls.....	3	1,400.00	174.00	330.00	Atlanta.....	4	192.22	.....	40.00
Redwood Falls.....	3	1,600.00	304.00	50.00	Augusta.....	4	242.16	.....	40.00
Reno.....	4	120.16	.....	120.00	Baldwyn.....	4	747.94	.....	140.00
Renville.....	3	1,300.00	190.00	.....	Banner.....	4	179.45	.....	100.00
Rockford.....	4	470.84	.....	40.00	Batesville.....	4	896.77	.....	150.00
Rogers.....	4	153.94	.....	100.00	Battlefield.....	4	79.58	.....	40.00
Rolling Stone.....	4	278.21	.....	60.00	Bay St. Louis.....	3	1,500.00	239.00	40.00
Roseau.....	4	745.70	.....	100.00	Bellefontaine.....	4	180.18	.....	100.00
Rothsay.....	4	685.38	.....	120.00	Belzona.....	4	618.03	.....	90.00
Royalton.....	4	922.97	.....	100.00	Ben Lomond.....	4	164.20	.....	70.00
Rush City.....	3	1,200.00	200.00	200.00	Benoit.....	4	814.02	.....	70.00
Rushford.....	3	1,100.00	146.00	100.00	Beulah.....	4	444.78	.....	40.00
St. Charles.....	3	1,400.00	194.00	120.00	Big Creek.....	4	133.25	.....	40.00
St. James.....	3	1,700.00	331.00	250.00	Blackmontan.....	4	101.68	.....	60.00
St. Louis Park.....	4	649.41	.....	100.00	Blanton.....	4	134.92	.....	148.00
St. Michael Station.....	4	196.32	.....	200.00	Blue Mountain.....	4	681.75	.....	120.00
St. Peter.....	3	1,800.00	358.00	150.00	Bluesprings.....	4	230.22	.....	80.00
Sanborn.....	4	647.06	.....	300.00	Bogue Chitto.....	4	453.56	.....	70.00
Sauk Center.....	3	1,700.00	331.00	100.00	Bolton.....	4	825.19	.....	40.00
Sedan.....	4	244.61	.....	50.00	Booneville.....	3	1,100.00	114.00	150.00
Shakopee.....	3	1,300.00	228.00	200.00	Brandon.....	4	731.86	.....	300.00
Sherburne.....	3	1,400.00	197.00	40.00	Brandywine.....	4	78.84	.....	40.00
Shevlin.....	4	408.73	.....	40.00	Braxton.....	4	344.95	.....	40.00
Slayton.....	3	1,400.00	170.00	60.00	Brookhaven.....	3	1,800.00	358.00	200.00
Sleepyeye.....	3	1,900.00	288.00	50.00	Brooklyn.....	4	386.50	.....	40.00
Springcreek.....	4	40.91	.....	40.00	Brookville.....	4	696.51	.....	70.00
Springfield.....	3	1,400.00	166.00	.....	Bucatanua.....	4	405.84	.....	60.00
Spring Valley.....	3	1,700.00	318.00	200.00	Bunkerhill.....	4	6.89	.....	20.00
Staples.....	3	1,400.00	228.00	200.00	Byhalia.....	4	528.76	.....	120.00
Starbuck.....	4	705.09	.....	40.00	Caledonia.....	4	171.61	.....	20.00
Stephen.....	3	1,000.00	194.00	80.00	Calhoun.....	4	68.42	.....	40.00
Stewart.....	4	671.80	.....	40.00	Calvert.....	4	69.88	.....	110.00
Stewartville.....	3	1,100.00	294.00	40.00	Canton.....	3	1,700.00	286.00	250.00
Syre.....	4	124.72	.....	40.00	Carmichael.....	4	86.12	.....	70.00
Taunton.....	4	270.95	.....	40.00	Carrollton.....	4	759.75	.....	50.00
Thief River Falls.....	3	1,300.00	94.00	150.00	Carthage.....	4	443.58	.....	150.00
Tower.....	3	1,300.00	196.00	100.00	Cato.....	4	67.18	.....	20.00
Tracy.....	3	1,600.00	412.00	160.00	Cedarbluff.....	4	198.13	.....	10.00
Twinlakes.....	4	146.80	.....	10.00	Center.....	4	105.29	.....	50.00
Twin Valley.....	4	777.93	.....	50.00	Centerville.....	4	807.28	.....	150.00
Two Harbors.....	3	1,700.00	318.00	120.00	Chapman.....	4	62.76	.....	40.00
Tyler.....	4	1,000.00	.....	130.00	Charleston.....	4	612.09	.....	40.00
Utica.....	4	830.64	.....	60.00	Chester.....	4	98.77	.....	60.00
Verndale.....	4	858.84	.....	50.00	Clarksdale.....	3	1,800.00	240.00	200.00
Virginia.....	3	1,600.00	256.00	.....	Clinton.....	4	973.78	.....	50.00
Wabasha.....	3	1,600.00	252.00	110.00	Coahoma.....	4	362.63	.....	50.00
Wadena.....	3	1,600.00	234.00	100.00	Coffadellah.....	4	48.77	.....	40.00
Waldeck.....	4	120.08	.....	60.00	Coffeeville.....	4	742.74	.....	200.00
Walnutgrove.....	4	831.66	.....	60.00	Coldwater.....	4	644.70	.....	150.00
Warren.....	3	1,500.00	230.00	100.00	Collegehill.....	4	101.59	.....	10.00
Waseca.....	3	1,800.00	308.00	60.00	Collins.....	4	884.56	.....	300.00
Waterville.....	3	1,300.00	167.00	110.00	Collinsville.....	4	63.51	.....	40.00
Welcome.....	4	667.83	.....	40.00	Columbia.....	4	962.09	.....	160.00
Wells.....	3	1,600.00	354.00	150.00	Como Depot.....	4	697.27	.....	80.00
Wheaton.....	3	1,500.00	128.00	.....	Conehatta.....	4	186.83	.....	30.00
Wellmar.....	3	1,900.00	322.00	300.00					
Windom.....	3	1,700.00	304.00	150.00					
Winnebago City.....	3	1,800.00	245.00	130.00					

1¢ temporary clerk hire Nov. 12 to Nov. 14, 1900.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
MISSISSIPPI—c't'd.					MISSISSIPPI—c't'd.				
Cornersville	4	\$80.43		\$40.00	Merrill	4	\$452.07		\$40.00
Crawford	4	481.66		50.00	Michigan City	4	286.14		40.00
Crossroads	4	67.78		30.00	Mississippi City	4	531.47		80.00
Crystalsprings	3	1,400.00	\$136.00	40.00	Monticello	4	327.37		120.00
Dekalb	4	339.20		250.00	Montpelier	4	183.62		60.00
Dixon	4	88.83		40.00	Morton	4	523.59		40.00
Dlo	4	281.29		100.00	Moscos	4	90.77		100.00
Dossville	4	130.95		100.00	Moselle	4	312.54		10.00
Durant	3	1,400.00	160.00	100.00	Mosspoint	3	1,200.00	\$68.00	200.00
Ebenezer	4	248.68		20.00	Mount Olive	4	871.65		80.00
Egypt	4	257.11		100.00	Myrtle	4	295.41		40.00
Ellisville	3	1,300.00	133.00	300.00	Nettleton	4	458.66		40.00
Engine	4	45.73		50.00	New Albany	4	1,000.00		160.00
Enterprise	4	809.81		150.00	Newton	4	862.81		200.00
Erata	4	88.91		40.00	Nittayuma	4	379.27		40.00
Erwin	4	139.93		120.00	Norfield	4	442.78		40.00
Estabutchie	4	437.93		40.00	Oakland	4	553.91		80.00
Eupora	4	705.50		200.00	Ocean Springs	3	1,000.00	148.00	150.00
Eureka Springs	4	121.49		10.00	Okolona	4	1,500.00	201.00	150.00
Fairdale	4	28.45		40.00	Olivebranch	4	293.25		40.00
Flora	4	548.44		60.00	Osyka	4	875.11		100.00
Florence	4	195.79		60.00	Oxford	3	1,600.00		300.00
Forest	4	833.21		200.00	Pass Christian	3	1,400.00	250.00	70.00
Friarpoint	3	1,000.00	153.00		Paulding	4	296.07		40.00
Fulton	4	244.81		120.00	Perkinsville	4	49.15		40.00
Gloster	3	1,000.00	162.00	200.00	Philadelphia	4	270.61		100.00
Greenwood	3	1,800.00	246.00	240.00	Pickens	4	673.26		200.00
Greenville	3	1,700.00	290.00	250.00	Pine Valley	4	145.04		150.00
Gulftown	3	1,300.00	228.00	100.00	Pittsboro	4	339.10		120.00
Guntown	4	445.35		70.00	Plattsburg	4	161.07		60.00
Hampton	4	244.84		350.00	Pontotoc	4	60.78		500.00
Harperville	4	254.13		90.00	Poplarville	3	1,100.00	136.00	40.00
Harrison Station	4	349.48		40.00	Port Gibson	3	1,600.00	230.00	80.00
Harrison	4	481.67		100.00	Post	4	30.54		40.00
Hazlehurst	3	1,500.00	281.00	400.00	Potts Camp	4	316.97		80.00
Hebron	4	158.84		60.00	Purvis	4	523.07		80.00
Heckla	4	158.08		40.00	Quincy	4	108.73		20.00
Heidelberg	4	380.30		60.00	Quitman	4	595.39		40.00
Hernando	4	863.05		150.00	Raleigh	4	245.19		100.00
Hickory	4	662.72		50.00	Rienzi	4	224.84		60.00
Hickoryflat	4	301.89		40.00	Rio	4	38.66		70.00
Hillsboro	4	106.21		40.00	Ripley	4	724.60		150.00
Hohenlinden	4	165.55		40.00	Robinsonville	4	483.36		100.00
Hollandale	4	695.60		40.00	Rodney	4	571.21		120.00
Holly Springs	3	1,600.00	331.00	300.00	Rolling Fork	4	833.53		70.00
Hornlake	4	223.46		40.00	Rosedale	3	1,400.00	84.00	40.00
Houston	4	606.85		150.00	Roxie	4	300.62		20.00
Hurricane Creek	4	54.56		40.00	Ruleville	4	813.71		30.00
Indianola	3	1,100.00	155.00	150.00	Rushings Store	4	53.94		40.00
Ittabena	4	518.85		50.00	Sallis	4	287.61		80.00
Iuka	3	1,100.00	122.00	220.00	Sandersville	4	426.74		50.00
Java	4	102.77		40.00	Saratoga	4	286.26		90.00
Jonestown	4	550.72		50.00	Sardis	3	1,100.00	96.00	200.00
Kelly	4	143.89		50.00	Sarepta	4	126.02		150.00
Kosciusko	3	1,500.00	220.00	400.00	Satartia	4	286.64		80.00
Lake	4	327.29		150.00	Scooba	4	642.65		100.00
Lake Como	4	110.52		40.00	Scranton	3	1,500.00	180.00	220.00
Lauderdale	4	527.78		20.00	Senatobia	3	1,100.00	120.00	180.00
Laurel	3	1,800.00	250.00	200.00	Sessumsville	4	148.51		40.00
Leland	4	934.90		110.00	Sharon	4	106.57		100.00
Leota Landing	4	168.60		100.00	Shaw	4	701.98		50.00
Lexington	3	1,400.00	165.00		Sheppardtown	4	137.03		40.00
Liberty	4	364.16		40.00	Shubuta	4	687.13		170.00
Lockhart	4	158.68		40.00	Shuqualak	4	653.97		90.00
Lorman	4	339.03		150.00	Siloam	4	62.35		40.00
Louisville	4	755.22		160.00	Silvercreek	4	204.73		80.00
Lula	4	554.96		70.00	Slate Spring	4	226.85		60.00
Lumberton	3	1,300.00	132.00	100.00	Smedes	4	240.43		120.00
McComb	3	1,800.00	189.00		Smithville	4	117.01		50.00
McCool	4	406.43		100.00	Soso	4	143.40		100.00
McHenry	4	845.89		60.00	Starkville	3	1,600.00	145.00	100.00
Maben	4	439.13		170.00	Stewart	4	214.86		40.00
Macon	3	1,600.00	220.00	300.00	Summerland	4	99.41		70.00
Magee	4	526.57		70.00	Summit	3	1,300.00	199.00	100.00
Magnolia	3	1,300.00	166.00	190.00	Taylor	4	242.22		50.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
MISSISSIPPI—c't'd.					MISSOURI—cont'd.				
Taylorsville	4	\$364.48		\$40.00	Bucklin	4	\$794.85		\$70.00
Terry	4	756.64		60.00	Buffalo	4	958.74		300.00
Three Rivers	4	64.03		40.00	Bunceton	4	947.67		100.00
Thyatira	4	60.08		50.00	Burlington Junction	3	1,100.00	\$140.00	230.00
Tillatoba	4	337.57		40.00	Byron	4	116.08		40.00
Tiplersville	4	129.84		40.00	Cabool	4	962.03		400.00
Toomsaba	4	278.22		50.00	Cainesville	4	731.50		30.00
Tupelo	3	1,600.00	\$210.00	400.00	California	3	1,500.00	133.00	230.00
Utica	4	966.50		70.00	Callao	4	754.60		120.00
Vaiden	4	867.17		90.00	Cameron	3	1,900.00	358.00	500.00
Vaughan	4	283.70		120.00	Campbell	4	1,000.00		50.00
Vosburg	4	490.50		70.00	Canton	3	1,600.00	174.00	210.00
Walnut	4	108.76		50.00	Cardwell	4	630.98		50.00
Walnutgrove	4	174.63		40.00	Cartersville	3	1,400.00	141.00	
Walshall	4	233.04		100.00	Caruthersville	3	1,500.00	294.00	300.00
Watervalley	3	1,600.00	250.00	300.00	Cassville	3	1,100.00	156.00	400.00
Waynesboro	4	851.91		160.00	Catawissa	4	239.99		60.00
Wesson	3	1,400.00	285.00	200.00	Cedar City	4	385.60		20.00
West	4	364.17		150.00	Centerville	4	354.20		100.00
West Point	3	1,800.00	240.00	500.00	Centralia	3	1,500.00	242.00	400.00
Westville	4	353.13		150.00	Chadwick	4	216.20		150.00
Williamsburg	4	410.92		300.00	Chamois	4	841.88		60.00
Winona	3	1,600.00	230.00	300.00	Charity	4	119.26		80.00
Woodville	3	1,200.00	151.00	70.00	Charleston	3	1,600.00	300.00	40.00
MISSOURI.					Chesterfield	4	89.93		40.00
Adrian	3	1,000.00	170.00	150.00	Clarence	3	1,100.00	136.00	80.00
Albany	3	1,600.00	254.00	300.00	Clarksdale	4	464.63		40.00
Altenburg	4	275.54		40.00	Clarksville	3	1,400.00	154.00	50.00
Alton	4	935.30		100.00	Claysville	4	91.39		40.00
Amsterdam	4	638.08		50.00	Clayton	3	1,000.00	162.00	80.00
Anglum	4	144.97		60.00	Clyde	4	807.99		40.00
Appleton	4	187.61		76.00	Coffman	4	57.79		40.00
Appleton City	3	1,400.00	144.00	100.00	Collins	4	446.37		60.00
Archie	4	391.76		120.00	Competition	4	151.06		60.00
Arden	4	91.92		90.00	Conway	4	618.43		130.00
Armstrong	4	627.93		100.00	Corning	4	411.02		40.00
Ashgrove	3	1,300.00	132.00	90.00	Cowgill	4	585.30		60.00
Atlanta	4	650.10		90.00	Craig	3	1,000.00	112.00	
Aurora	3	1,800.00	55.00	400.00	Crocker	4	418.66		200.00
Auxvasse	4	626.22		80.00	Cross Timbers	4	378.31		50.00
Ava	4	782.18		260.00	Cuba	4	936.62		200.00
Bagnell	4	177.28		70.00	Curryville	4	412.52		110.00
Bakersfield	4	582.86		110.00	Darlington	4	522.61		40.00
Ballwin	4	222.71		40.00	Delassus	4	250.60		50.00
Bates City	4	295.02		60.00	Denver	4	330.68		60.00
Bellevue	4	287.98		100.00	Deray	4	157.40		90.00
Belton	3	1,100.00	78.00		Desarc	4	336.75		40.00
Benbow	4	88.61		40.00	Desoto	3	1,800.00	460.00	240.00
Bennett	4	83.25		50.00	Dexter	3	1,500.00	202.00	70.00
Benton	4	464.65		40.00	Dixon	4	710.72		150.00
Bessville	4	100.64		60.00	Doniphan	3	1,300.00	168.00	400.00
Bethany	3	1,600.00	252.00	180.00	Dora	4	164.82		40.00
Bevier	3	1,300.00	148.00	90.00	Downing	4	638.05		70.00
Bigelow	4	363.28		40.00	Doyle	4	49.28		
Billings	4	956.04		100.00	Drake	4	156.71		100.00
Blackburn	4	730.58		40.00	Drynob	4	71.53		40.00
Bloomfield	3	1,100.00	170.00	120.00	Eagleville	4	680.10		110.00
Bluelick	4	54.70		40.00	Edgar Springs	4	199.98		80.00
Blythedale	4	520.74		120.00	Edgerton	4	630.85		50.00
Bogard	4	581.13		100.00	Edina	3	1,400.00	230.00	120.00
Bola D'Arc	4	349.82		60.00	Eldon	4	553.12		20.00
Bolckow	4	672.61		40.00	Eldorado Springs	3	1,500.00	225.00	320.00
Bolivar	3	1,500.00	202.00	400.00	Elk creek	4	118.16		100.00
Bonneterre	3	1,500.00	180.00	60.00	Elkland	4	158.05		90.00
Bonnots Mill	4	270.33		200.00	Elsberry	4	989.63		50.00
Bombon	4	426.69		60.00	Eminence	4	482.44		60.00
Bowling Green	3	1,500.00	304.00	450.00	Eolia	4	448.16		60.00
Bradleyville	4	132.35		80.00	Everton	4	702.18		50.00
Braymer	3	1,100.00	166.00	80.00	Ewing	4	238.24		90.00
Breckenridge	3	1,100.00	127.00	70.00	Excelsior Springs	3	1,500.00	190.00	
Browning	4	968.95		80.00	Exeter	4	506.21		70.00
Brunswick	3	1,400.00	225.00	140.00	Fairplay	4	581.18		150.00
					Farmington	3	1,600.00	332.00	240.00

¹\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
MISSOURI—cont'd.					MISSOURI—cont'd.				
Fayette.....	3	\$1,700.00	\$358.00	\$50.00	Kenoma.....	4	\$218.83		\$40.00
Flatriver ¹	3	1,200.00	160.00		Keytesville.....	3	1,300.00	\$104.00	50.00
Flemington.....	4	247.99		80.00	Kimmswick.....	4	345.64		40.00
Florissant.....	4	442.22		40.00	King City.....	3	1,200.00	144.00	150.00
Foley.....	4	231.86		40.00	Kingston.....	4	700.59		50.00
Fordland.....	4	440.93		40.00	Kirbyville.....	4	297.14		200.00
Forest City.....	4	555.76		80.00	Kirkwood.....	3	1,700.00	240.00	40.00
Forsyth.....	4	435.21		240.00	Knobnoster.....	4	888.88		30.00
Francis.....	4	42.44		40.00	Labelle.....	3	1,100.00	160.00	100.00
Fredericktown.....	3	1,500.00	114.00	200.00	Laclede.....	4	850.94		80.00
Gainesville.....	4	421.09		100.00	Lafin.....	4	142.77		40.00
Galena.....	4	435.83		120.00	Lagrange.....	3	1,100.00	142.00	40.00
Gallatin.....	3	1,600.00	245.00		Lamar.....	3	1,700.00	61.00	500.00
Galt.....	4	663.37		40.00	Lamonte.....	4	725.59		40.00
Garrison.....	4	135.93		150.00	Lanagan.....	4	149.67		100.00
Gerster.....	4	136.40		60.00	Lancaster.....	4	1,000.00		70.00
Gilliam.....	4	528.56		60.00	Langdon.....	4	281.69		40.00
Gilmore.....	4	117.56		20.00	Laplata.....	3	1,300.00	210.00	40.00
Gladden.....	4	37.11		30.00	Laredo.....	4	609.12		30.00
Glasgow.....	3	1,400.00	187.00	40.00	Lathrop.....	3	1,200.00	145.00	30.00
Glenallen.....	4	206.29		30.00	Lawson.....	4	921.64		40.00
Glencoe.....	4	237.30		60.00	Lebanon.....	3	1,600.00	285.00	300.00
Glensted.....	4	191.02		40.00	Leeper.....	4	469.77		80.00
Glenwood.....	4	572.34		20.00	Lees Summit.....	3	1,400.00	127.00	100.00
Golden City.....	3	1,200.00	141.00	30.00	Lemonville.....	4	241.52		50.00
Goodman.....	4	182.84		40.00	Lewistown.....	4	748.23		40.00
Gower.....	4	564.65		40.00	Liberty.....	3	1,800.00	296.00	200.00
Grain Valley.....	4	297.14		60.00	Licking.....	4	599.36		80.00
Grandin.....	3	1,300.00	100.00		Lincoln.....	4	589.04		90.00
Granger.....	4	291.83		40.00	Linnecreek.....	4	689.92		50.00
Grant City.....	3	1,400.00	174.00	250.00	Linnus.....	3	1,200.00	155.00	
Greencastle.....	4	690.67		70.00	Livonia.....	4	50.01		40.00
Greenfield.....	3	1,200.00	158.00	200.00	Lockwood.....	4	888.53		160.00
Greenville.....	4	937.06		80.00	Lonedell.....	4	110.98		40.00
Grovedale.....	4	45.13		40.00	Lowry City.....	4	636.09		50.00
Hale.....	4	934.26		30.00	Ludlow.....	4	440.20		30.00
Halfway.....	4	220.82		50.00	Lutesville.....	4	700.55		50.00
Hamilton.....	3	1,600.00	191.00	100.00	McCormick.....	4	123.09		50.00
Hardin.....	4	733.01		120.00	Madison.....	4	571.76		30.00
Harris.....	4	495.72		100.00	Maitland.....	3	1,100.00	166.00	60.00
Harrisonville.....	3	1,700.00	270.00	60.00	Malden.....	3	1,500.00	223.00	300.00
Hartville.....	4	748.51		120.00	Manchester.....	4	242.72		40.00
Harwood.....	4	224.32		100.00	Mansfield.....	4	784.75		400.00
Hayti.....	4	430.04		100.00	Marceline.....	3	1,400.00	253.00	100.00
Henry.....	4	451.92		100.00	Marionville.....	4	1,000.00		150.00
Hermann.....	3	1,400.00	137.00	200.00	Marquand.....	4	468.41		60.00
Hermitage.....	4	430.31		40.00	Marshfield.....	3	1,100.00	160.00	120.00
Hickory.....	4	102.64		40.00	Maysville.....	3	1,200.00	162.00	100.00
Higbee.....	4	928.66		40.00	Memphis.....	3	1,600.00	304.00	200.00
Higginsville.....	3	1,600.00	289.00	60.00	Mendon.....	4	543.21		40.00
Highgate.....	4	81.52		50.00	Mercer.....	4	394.85		60.00
Highlandville.....	4	169.28		50.00	Miami.....	4	793.42		40.00
Hillsboro.....	3	547.20		120.00	Miami Station.....	4	177.97		40.00
Holden.....	3	1,500.00	206.00	80.00	Middlebrook.....	4	273.16		60.00
Hopkins.....	3	1,400.00	159.00	250.00	Milan.....	3	1,400.00	298.00	300.00
Houston.....	4	997.21		300.00	Monett.....	3	1,700.00	300.00	1,500.00
Howland.....	4	102.06		50.00	Monroe City.....	3	1,600.60	254.00	140.00
Hughesville.....	4	885.94		40.00	Montgomery City.....	3	1,500.00	218.00	240.00
Humansville.....	3	1,100.00	96.00	100.00	Monticello.....	4	489.63		50.00
Hunnewell.....	4	539.94		40.00	Montrose.....	4	939.16		60.00
Huntington.....	4	74.46		40.00	Morley.....	4	574.26		40.00
Huntsville.....	3	1,500.00	196.00	200.00	Morrison.....	4	397.26		50.00
Hurdlund.....	4	558.06		90.00	Moselle.....	4	285.65		90.00
Ironton.....	3	1,100.00	112.00	50.00	Mound City.....	3	1,500.00	248.00	400.00
Isabella.....	4	40.41		40.00	Mountaingrove.....	3	1,400.00	265.00	400.00
Isbell Station.....	4	44.26		40.00	Mountainview.....	4	659.33		50.00
Jackson.....	3	1,400.00	150.00	400.00	Mount Vernon.....	3	1,400.00	167.00	300.00
Jameson.....	4	515.69		30.00	Mumford.....	4	46.36		40.00
Jefferson Barracks.....	4	511.02		370.00	Naomi.....	4	75.45		70.00
Jerico.....	4	644.54		40.00	Napton.....	4	253.46		40.00
Julesburg.....	4	105.77		40.00	Neelysville.....	4	432.77		100.00
Kahoka.....	3	1,500.00	230.00	200.00	Necaho.....	3	1,900.00	222.00	400.00
Kearney.....	4	737.24		40.00	Nettleton.....	4	828.19		10.00
Kennett.....	3	1,400.00	174.00	100.00	Newark.....	4	357.74		40.00

¹\$50 temporary clerk hire July 1 to Sept. 30, 1900.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
MISSOURI—cont'd.					MISSOURI—cont'd.				
New Boston	4	\$209.41		\$40.00	Schley	4	\$211.30		\$100.00
New Cambria	4	696.30		60.00	Seligman	4	482.41		160.00
New Florence	4	508.44		40.00	Senath	4	392.14		50.00
Newhaven	4	916.42		70.00	Seneca	3	1,100.00	\$76.00	70.00
New London	4	1,000.00		40.00	Seymour	4	859.98		50.00
New Madrid	3	1,300.00	\$174.00	135.00	Shelbina	3	1,500.00	202.00	200.00
Newtonia	4	811.76		70.00	Shelbyville	4	941.34		50.00
Niangua	4	302.19		60.00	Sheldon	4	882.08		100.00
Noel	4	415.42		60.00	Sherwood*	4	96.22		110.00
Norborne	3	1,200.00	166.00	200.00	Sikeston	3	1,200.00	150.00	
Norwood	4	532.39		70.00	Silcox	4	527.16		90.00
Nye	4	325.49		40.00	Silica	4	206.40		40.00
Odessa	3	1,400.00	160.00		Siloam Springs	4	147.61		70.00
Olean	4	582.32		70.00	Slater	3	1,600.00	180.00	80.00
Oregon	3	1,200.00	132.00	100.00	Smithville	4	750.48		40.00
Oronogo	4	973.89		170.00	Southfork	4	119.25		80.00
Osceola	3	1,300.00	176.00	150.00	South Greenfield	4	506.84		70.00
Ozark	4	898.09		200.00	Southwest City	4	773.43		60.00
Palmyra	3	1,600.00	254.00	110.00	Sparta	4	627.72		70.00
Paris	3	1,700.00	185.00	300.00	Stanberry	3	1,700.00	266.00	250.00
Parkerton	4	64.34		40.00	Steelville	4	928.02		40.00
Parkville	3	1,000.00	116.00		Sticklerville	4	98.89		40.00
Parnell	4	683.82		40.00	Stockton	4	788.93		200.00
Pattonsburg	3	1,100.00	196.00	230.00	Stratford	4	300.90		40.00
Peculiar	4	437.37		40.00	Sturgeon	4	936.04		70.00
Peggy	4	241.02		40.00	Sullivan	4	872.44		120.00
Perry	4	726.08		50.00	Sweetsprings	3	1,200.00	160.00	
Perryville	4	1,000.00		100.00	Tarkio	3	1,000.00	400.00	260.00
Phillipsburg	4	306.16		150.00	Taylor	3	279.41		100.00
Piedmont	4	1,000.00		100.00	Thayer	3	1,200.00	213.00	350.00
Pierce City	3	1,600.00	57.00	100.00	Thomas	4	75.48		40.00
Pineville	4	496.63		100.00	Thompson	4	188.38		60.00
Plato	4	174.30		140.00	Thornfield	4	169.65		160.00
Platte City	3	1,200.00	224.00	300.00	Tina	4	614.54		100.00
Plattsburg	3	1,500.00	250.00	140.00	Tipton	3	1,200.00	141.00	80.00
Pleasant Green	4	261.25		50.00	Troy	3	1,200.00	220.00	150.00
Pleasant Hill	3	1,500.00	244.00		Turners	4	93.36		40.00
Ponder	4	124.09		60.00	Tuscumbia	4	397.26		100.00
Poplarbluff	3	1,900.00	235.00	300.00	Union	4	978.07		70.00
Portland	4	466.49		40.00	Union Star	4	710.80		40.00
Potosi	4	896.15		200.00	Unionville	3	1,800.00	350.00	300.00
Powersville	4	467.16		40.00	Urbana	4	307.20		40.00
Princeton	3	1,300.00	238.00	230.00	Urich	4	614.66		40.00
Protom	4	361.38		90.00	Vandalia	3	1,400.00	228.00	400.00
Purdy	4	644.90		20.00	Varner	4	253.78		60.00
Purvis	4	47.39		40.00	Verona	4	617.27		40.00
Readsville	4	146.79		40.00	Versailles	3	1,400.00	211.00	250.00
Rensselaer	4	206.67		20.00	Walker	4	572.27		100.00
Richhill	3	1,700.00	390.00	120.00	Warrens Store	4	26.56		40.00
Richland	4	693.06		70.00	Warrenton	3	1,100.00	153.00	30.00
Richmond	3	1,700.00	236.00	180.00	Warsaw	4	1,000.00		200.00
Ridgeway	4	819.23		150.00	Washburn	4	430.86		40.00
Ritchey	4	300.02		80.00	Washington	3	1,600.00	212.00	200.00
Riverside	4	170.40		100.00	Wayland	4	381.51		60.00
Rochepoint	4	633.20		60.00	Waynesville	4	469.53		140.00
Rockport	3	1,600.00	277.00	200.00	Weatherby	4	471.22		30.00
Rockville	4	707.50		150.00	Weaubleau	4	501.71		130.00
Rolla	3	1,600.00	254.00	500.00	Webster Groves	3	1,500.00	230.00	
Rosendale	4	543.93		40.00	Wellsville	3	1,200.00	180.00	50.00
Russellville	4	418.00		40.00	Westline	4	248.93		40.00
Rutledge	4	416.90		40.00	Weston	3	1,200.00	104.00	40.00
Sabula	4	147.22		200.00	Wheeling	4	525.82		40.00
St. Catharine	4	170.62		70.00	Whiteside	4	308.84		40.00
St. James	4	997.85		130.00	Whitewater	4	260.48		60.00
St. Peters	4	361.68		40.00	Williamsville	4	446.48		80.00
Salem	3	1,200.00	157.00	300.00	Willowsprings	3	1,300.00	198.00	100.00
Salisbury	3	1,500.00	300.00	350.00	Windsor	3	1,500.00	250.00	80.00
Sampson Station	4	134.04		50.00	Winfield	4	378.59		120.00
Sarcoxiel	3	1,200.00	154.00	50.00	Winona	4	783.68		90.00
Sargent	4	152.42		40.00	Wittenburg	4	206.65		100.00
Savannah	3	1,500.00	227.00	150.00	Wyaconda	4	598.69		40.00
Schell City	4	727.41		50.00	Zola	4	56.51		40.00

*\$50 temporary clerk hire, May 1 to June 30, 1901.

*\$132 temporary clerk hire, Aug. 19, 1899, to Oct. 31, 1900.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
MONTANA.					NEBRASKA—cont'd.				
Arlee	4	\$265.47		\$20.00	Benkelman	4	\$767.42		\$200.00
Belt	3	1,200.00	\$248.00	60.00	Bigspring	4	285.06		30.00
Bigtimber	3	1,300.00	174.00	200.00	Blair	3	1,900.00	\$345.00	160.00
Boudele	3	1,300.00	196.00	80.00	Bloomfield	3	1,300.00	166.00	100.00
Bridger	4	941.76		150.00	Bloomington	3	1,100.00	140.00	50.00
Cascade	4	529.94		60.00	Bluehill	3	1,100.00	142.00	
Chester	4	316.21		100.00	Bradshaw	4	794.37		40.00
Chinook	3	1,100.00	100.00	60.00	Bridgeport	4	411.84		50.00
Choteau	4	1,000.00		70.00	Broken Bow	3	1,700.00	354.00	160.00
Craig	4	264.74		80.00	Brownville	4	690.08		100.00
Decker	4	51.86		60.00	Burwell	4	905.33		120.00
Deerlodge	3	1,600.00	57.00	80.00	Butte	4	1,000.00		140.00
Dillon	3	1,900.00	331.00	300.00	Callaway	4	927.62		120.00
Divide	4	234.64		240.00	Cambridge	3	1,400.00	223.00	80.00
Dorsey	4	186.67		140.00	Cedar Rapids	3	1,400.00	184.00	90.00
Forsyth	4	832.01		100.00	Central City	3	1,800.00	296.00	300.00
Fort Benton	3	1,600.00	220.00	100.00	Chadron	3	1,600.00	294.00	150.00
Gardiner	4	252.04		100.00	Chappell	4	504.27		90.00
Garrison	4	240.09		50.00	Clay Center	3	1,700.00	284.00	
Glendive	3	1,500.00	166.00	60.00	Cosad	3	1,500.00	174.00	
Halbert	4	117.34		60.00	Crawford	3	1,200.00	198.00	60.00
Hamilton	3	1,500.00	252.00	130.00	Creighton	3	1,400.00	166.00	150.00
Harlem	3	1,500.00		60.00	Crete	3	1,800.00	328.00	80.00
Harlowton	4	357.75		100.00	Culbertson	4	788.74		180.00
Hayes	3	150.00	196.00	100.00	Curtis	3	1,300.00	168.00	60.00
Junction	4	224.06		100.00	Dakota	4	737.29		80.00
Kipp	4	296.06		200.00	Danneberg	4	374.63		40.00
Knowlton	4	42.57		40.00	David City	3	1,700.00	240.00	200.00
Lavina	4	254.65		120.00	Dawson	4	593.69		40.00
Lewistown	3	1,700.00	223.00	350.00	Decatur	4	626.60		70.00
Lombard	4	298.69		600.00	Dewitt	4	928.28		40.00
Marysville	3	1,200.00	223.00	60.00	Edgar	3	1,300.00	174.00	60.00
Melrose	4	632.20		80.00	Edison	4	342.29		40.00
Meyersburg	4	133.76		40.00	Elgin	4	894.45		40.00
Miles City	3	1,800.00	356.00	500.00	Endicott	4	289.21		40.00
Misspah	4	68.10		40.00	Ether	4	42.00		40.00
Monida	4	314.52		40.00	Exeter	3	1,200.00	165.00	
Phillipsburg	3	1,600.00	304.00	50.00	Fairfield	3	1,500.00	310.00	100.00
Red Lodge	3	1,600.00	300.00	600.00	Fairmont	3	1,500.00	166.00	60.00
Redrock	4	400.10		300.00	Falls City	3	1,900.00	418.00	190.00
Sandcoulee	4	508.49		50.00	Franklin	3	1,100.00	222.00	15.00
Silver	4	109.01		80.00	Friend	3	1,500.00	198.00	
Springdale	4	206.92		40.00	Fullerton	3	1,600.00	335.00	
Sun River	4	359.48		40.00	Geneva	3	1,600.00	280.00	40.00
Terry	4	317.45		40.00	Genoa	3	1,300.00	224.00	100.00
Townsend	4	1,000.00		250.00	Gering	4	861.35		200.00
Twin Bridges	4	758.08		200.00	Gordon	3	1,100.00	140.00	70.00
Virginia City	3	1,400.00	223.00	300.00	Gothenburg	3	1,500.00	234.00	50.00
Whitehall	4	894.00		200.00	Grand Rapids	4	36.45		90.00
White Sulphur Springs	3	1,400.00	252.00		Greeley	4	1,000.00		60.00
Wisdom	4	366.09		20.00	Haigler	4	660.10		70.00
Wolfcreek	4	267.78		60.00	Harrisburg	4	450.98		80.00
NEBRASKA.					Hartington	3	1,500.00	312.00	150.00
Adams	4	695.51		40.00	Harvard	3	1,400.00	223.00	
Ainsworth	4	1,000.00		40.00	Havelock	3	1,100.00	174.00	
Albion	3	1,600.00	350.00	150.00	Hayes Center	4	439.16		50.00
Alliance	3	1,800.00	294.00	150.00	Hay Springs	4	730.25		40.00
Alma	3	1,400.00	273.00	40.00	Hebron	3	1,600.00	290.00	90.00
Ames	4	605.57		150.00	Hendley	4	342.05		40.00
Anahey	4	942.54		80.00	Herman	4	644.61		80.00
Arapahoe	3	1,100.00	174.00		Holdrege	3	1,400.00	358.00	300.00
Arcadia	4	829.98		80.00	Hooper	3	1,200.00	140.00	60.00
Armour	4	152.37		40.00	Humboldt	3	1,500.00	283.00	
Ashford	4	79.71		40.00	Humphrey	3	1,100.00	174.00	
Ashland	3	1,500.00	197.00	50.00	Imperial	4	903.80		150.00
Atkinson	3	1,100.00	166.00	100.00	Inavale	4	297.16		20.00
Auburn	3	1,500.00	342.00	110.00	Indianola	3	1,400.00	190.00	
Aurora	3	1,700.00	304.00	40.00	Kimball	4	589.49		100.00
Bancroft	3	1,100.00	164.00		Lakeside	4	300.61		70.00
Bartley	4	507.45		120.00	Laurel	3	1,200.00	184.00	
Beaver City	3	1,300.00	164.00	60.00	Lexington	3	1,600.00	352.00	40.00
					Lodgepole	4	465.91		40.00
					Loup	4	979.94		40.00
					Lyons	3	1,200.00	174.00	

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
NEBRASKA—C't'd.					NEVADA.				
McCook	3	\$1,900.00	\$61.00	\$340.00	Austin	3	\$1,200.00	\$120.00	\$250.00
Madison	3	1,500.00	292.00	70.00	Battle Mountain	4	657.07		160.00
Marsland	4	303.68		40.00	Beowawe	4	254.09		10.00
Minden	3	1,600.00	277.00	40.00	Candelaria	4	222.50		80.00
Naper	4	453.83		40.00	Carson City	3	1,900.00		700.00
Neligh	3	1,500.00	250.00	70.00	Cherry Creek	4	499.93		40.00
Nelson	3	1,400.00	174.00		Deeth	4	348.53		40.00
Nemaha	4	463.16		20.00	Delamar	3	1,300.00	223.00	20.00
Newcastle	4	651.95		60.00	Elko	3	1,500.00	194.00	300.00
Newman Grove	3	1,100.00	153.00		Ely	4	626.98		80.00
Nickerson	4	243.00		40.00	Eureka	3	1,200.00	120.00	500.00
Niobrara	3	1,000.00	144.00	300.00	Genoa	4	329.59		100.00
Northbend	3	1,300.00	196.00	50.00	Halleck	4	235.01		200.00
North Platte	3	1,900.00	358.00	160.00	Hawthorne	4	565.73		200.00
Oakdale	4	871.74		70.00	Lovelocks	3	1,200.00	138.00	40.00
Oakland	3	1,400.00	226.00		Overton	4	87.28		60.00
Ogallala	4	834.41		40.00	Palsade	4	318.18		100.00
O'Neill	3	1,600.00	250.00	300.00	Panaca	4	364.38		50.00
Orchard	4	385.28		60.00	St. Thomas	4	84.95		76.00
Ord	3	1,500.00	210.00	90.00	Virginia City	3	1,600.00	360.00	
Orleans	3	1,300.00	223.00	70.00	Wadsworth	3	1,400.00	150.00	70.00
Oseola	3	1,400.00	223.00		Wells	4	897.40		140.00
Oxford	3	1,400.00	200.00	130.00	Winnemucca	3	1,400.00	196.00	200.00
Palsade	4	492.04		80.00	NEW HAMPSHIRE.				
Pawnee City	3	1,700.00	231.00	300.00	Antrim	3	1,300.00	199.00	
Pender	3	1,400.00	238.00	20.00	Ashland	3	1,500.00	150.00	
Peru	3	1,300.00	198.00		Atkinson Depot	4	172.69		60.00
Pierce	3	1,300.00	164.00		Bethlehem	4	1,000.00		
Plainview	3	1,200.00	166.00		Bradford	4	744.86		150.00
Ponca	3	1,400.00	196.00		Bristol	3	1,400.00	202.00	350.00
Randolph	3	1,400.00	206.00	60.00	Canaan	4	776.44		100.00
Ravenna	3	1,200.00	174.00	40.00	Candia	4	383.34		80.00
Redcloud	3	1,600.00	277.00	40.00	Canterbury Depot	4	111.77		50.00
Republican City	4	609.71		200.00	Center Barnstead	4	363.29		40.00
Rulo	4	662.00		40.00	Charlestown	4	1,000.00		50.00
Rushville	3	1,100.00	179.00		Colebrook	3	1,300.00	196.00	150.00
St. Edward	3	1,100.00	110.00		Conway	4	899.18		30.00
St. Helena	4	250.21		40.00	Durham	4	1,000.00		20.00
St. Paul	3	1,600.00	294.00	60.00	East Barrington	4	284.94		60.00
Schuyler	3	1,700.00	294.00	120.00	East Jaffrey	3	1,100.00	171.00	
Scribner	3	1,000.00	142.00	120.00	East Kingston	4	291.42		120.00
Seward	3	1,700.00	270.00	110.00	Enfield	4	564.91		80.00
Shelton	3	1,300.00	164.00		Epping	3	1,100.00	196.00	
Sidney	3	1,300.00	174.00	150.00	Errol	4	196.10		60.00
Spencer	4	592.90		25.00	Farmington	3	1,500.00	254.00	60.00
Stanton	3	1,400.00	250.00	50.00	Fitzwilliam Depot	4	478.12		40.00
Stockville	4	657.06		20.00	Franconia	4	750.49		
Stromsburg	3	1,500.00	220.00	40.00	Franklin	3	1,300.00	198.00	
Superior	3	1,600.00	274.00	100.00	Franklin Falls	3	1,900.00	300.00	500.00
Sutherland	4	430.24		50.00	Gorham	3	1,300.00	196.00	40.00
Sutton	3	1,400.00	195.00	40.00	Greenfield	4	452.17		80.00
Syracuse	3	1,200.00	160.00		Greenville	4	1,000.00		60.00
Tablerock	3	1,000.00	164.00		Groveton	3	1,100.00	187.00	
Tecumseh	3	1,700.00	354.00	40.00	Hampton	4	891.82		60.00
Tekamah	3	1,600.00	230.00	200.00	Henniker	3	1,000.00	120.00	
University Place	3	1,100.00	264.00	260.00	Hillsboro Bridge	3	1,500.00	250.00	150.00
Valentine	3	1,300.00	230.00	300.00	Hinsdale	3	1,500.00	250.00	
Valley	4	783.27		20.00	Hookset	4	549.29		90.00
Virginia	4	342.53		40.00	Intervale	4	724.86		30.00
Waco	4	600.52		40.00	Jackson	4	859.21		
Wahoo	3	1,700.00	304.00	300.00	Lakeport	3	1,500.00	304.00	50.00
Wakefield	3	1,200.00	180.00		Lancaster	3	1,900.00	460.00	180.00
Washington	4	155.28		40.00	Lisbon	3	1,500.00	188.00	150.00
Waukeeta	4	455.46		50.00	Meadows	4	181.21		40.00
Wausa	3	1,000.00	174.00		Meredith	3	1,300.00	160.00	100.00
Wayne	3	1,700.00	316.00	70.00	Milford	3	1,900.00	460.00	20.00
Weeping Water	3	1,400.00	221.00		Newmarket	3	1,300.00	250.00	40.00
West Point	3	1,600.00	304.00	60.00	Newport	3	1,700.00	306.00	400.00
Wilber	3	1,400.00	316.00		North Boscawen	4	141.35		50.00
Wilsonville	4	624.04		20.00	North Charlestown	4	242.72		40.00
Wisner	3	1,200.00	156.00		Peterboro	3	1,700.00	231.00	40.00
Wood River	4	1,000.00		40.00					
Wymore	3	1,600.00	272.00	50.00					

¹ \$50 temporary clerk hire, July 1 to Sept. 30, 1901.² \$150 temporary clerk hire, July 1 to Sept. 30, 1901.³ \$60 temporary clerk hire, July 1 to Sept. 30, 1901.⁴ \$80 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

		Allowances.					Allowances.		
Office.	Class.	Salary of post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separating service.	Office.	Class.	Salary of post-master July 1, 1901.	Rent, fuel, and light.	Clerk hire for separating service.
NEW HAMPSHIRE—continued.					NEW JERSEY—continued.				
Pittsfield	3	\$1,500.00	\$150.00	\$100.00	Mays Landing	3	\$1,200.00	\$120.00	\$50.00
Plaistow	4	302.27		50.00	Metuchen	3	1,600.00	200.00	
Plymouth	3	1,700.00	355.00	30.00	Middletown	4	534.38		40.00
Potterplace	4	276.83		100.00	Millford	4	669.73		120.00
Rumney Depot	4	281.23		40.00	Millburn	3	1,300.00	155.00	
Salisbury	4	173.65		40.00	Millington	3	1,100.00	73.00	
Sanbornville	4	727.29		200.00	Millstone	4	243.25		50.00
South Lee	4	194.48		120.00	Milnray	4	154.11		40.00
Suncook	3	1,300.00	223.00	100.00	Monmouth Junction	4	431.10		80.00
Tilton	3	1,900.00	258.00	170.00	Morris Plains	3	1,400.00	142.00	
West Derry	3	1,600.00	210.00	140.00	Neshanic Station	4	380.44		40.00
West Lebanon	3	1,500.00	220.00		Newfield	4	501.14		100.00
Whitefield	3	1,500.00	300.00		North Longbranch ¹	4	1,000.00		
Wilton	3	1,500.00	200.00	60.00	Nutley	3	1,600.00	192.00	
Winchester	3	1,300.00	225.00		Ocean City ²	3	1,700.00	400.00	
Wolfboro	3	1,400.00	221.00	200.00	Orange Valley	3	1,700.00	259.00	
Woodsville	3	1,500.00	248.00	60.00	Palmyra	3	1,800.00	232.00	
NEW JERSEY.					Pattenburg	4	807.96		40.00
Allendale	4	525.39		40.00	Pemberton	4	805.67		40.00
Atlantic Highlands	3	1,700.00	354.00	80.00	Pittstown	4	320.62		80.00
Aura	4	206.58		20.00	Point Pleasant	3	1,400.00	130.00	
Bellemead	4	325.63		60.00	Port Murray	4	270.69		30.00
Belleplain	4	287.44		60.00	Port Oram	3	1,100.00	169.00	
Belleville	3	1,500.00	207.00		Raritan	3	1,100.00	196.00	200.00
Belmar	3	1,600.00	252.00	200.00	Richland	4	204.21		50.00
Belvidere	3	1,600.00	254.00	80.00	Riverside	3	1,500.00	136.00	
Bernardsville	3	1,300.00	125.00		Riverton	3	1,800.00	125.00	90.00
Beverly	3	1,500.00	140.00		Rockaway	3	1,200.00	214.00	150.00
Bordentown	3	1,800.00	208.00	400.00	Rockyhill	4	505.71		40.00
Boundbrook	3	1,800.00	300.00	240.00	Roselle	3	1,800.00	356.00	
Branchville	4	805.93		100.00	Seabright ³	4	1,000.00		
Bridgeville	4	140.86		70.00	Sewell	4	244.79		60.00
Broadway	4	156.77		40.00	Shorthills	3	1,300.00	264.00	
Buttville	4	206.59		20.00	Skillman	4	276.64		40.00
Caldwell	3	1,200.00	116.00		Smithville	3	1,400.00	146.00	
Chatham	3	1,000.00	130.00		South Amboy	3	1,600.00	354.00	70.00
Clayton	3	1,100.00	133.00		South River	3	1,200.00	170.00	
Clinton	3	1,300.00	165.00		South Seaville	4	306.78		30.00
Closter	4	970.56		50.00	Springlake Beach ³	3	1,500.00	314.00	
Collingswood	3	1,800.00	166.00		Stockton	4	388.64		150.00
Delaware	4	661.92		60.00	Sussex	3	1,600.00	304.00	200.00
Denellen	3	1,200.00	130.00		Swedesboro	3	1,500.00	134.00	
Egg Harbor City	3	1,100.00	164.00		Tenafly	3	1,400.00	180.00	
Elmer	3	1,100.00	110.00		Toms River	3	1,500.00	122.00	
Elwood	4	284.92		80.00	Tuckerton	4	1,000.00		40.00
Flemington	3	1,800.00	385.00	310.00	Upper Montclair	3	1,400.00	168.00	
Frenchtown	3	1,300.00	152.00	150.00	Westend ⁴	4	1,000.00		
Glassboro	3	1,700.00	254.00	200.00	Whitehouse Station	4	699.86		100.00
Glenridge	3	1,600.00			Woodstown	3	1,600.00	181.00	100.00
Guttenberg	3	1,100.00	164.00		NEW MEXICO.				
Hackettstown	3	1,800.00	258.00	180.00	Abiquilú	4	297.64		60.00
Hamburg	3	1,100.00	136.00	40.00	Alamogordo	3	1,400.00	149.00	200.00
Hammononton	3	1,500.00	305.00		Arroyoseco	4	105.06		60.00
Hazlet	4	230.91		70.00	Aztec	4	460.16		60.00
Helmetta	3	1,300.00	100.00		Barney	4	97.78		40.00
Highbridge	3	1,300.00	194.00	100.00	Bland	4	903.46		230.00
Highlands	4	785.45		100.00	Captain	4	578.16		140.00
Hightstown	3	1,600.00	295.00		Carlsbad	3	1,500.00	250.00	
Irvington	3	1,700.00	300.00		Catskill	4	374.53		40.00
Jamesburg	3	1,100.00	188.00		Cerrillos	4	610.27		120.00
Keyport	3	1,700.00	300.00		Cimarron	4	327.72		40.00
Lambertville	3	1,800.00	360.00	120.00	Clayton	3	1,100.00		150.00
Lebanon	4	583.43		100.00	Cuchillo	4	67.79		70.00
Linwood	4	303.61		80.00	Deming	3	1,300.00	218.00	50.00
Little Silver	3	1,000.00	145.00		Earlham	4	89.06		40.00
Longbranch City	3	1,500.00	256.00	100.00	Elizabethtown	4	606.51		40.00
Manahawkin	4	413.90		40.00	Embudo	4	89.25		100.00
Manasquan	3	1,400.00	164.00		Engle	4	193.86		60.00
Matawan	3	1,700.00	233.00						

¹\$200 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$300 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$150 temporary clerk hire, July 1 to Oct. 30, 1901.

⁴\$400 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
NEW MEXICO—c't'd.					NEW YORK—c't'd.				
Folsom	4	\$678.55		\$40.00	Bliss	4	\$626.11		\$60.00
Gallup	3	1,400.00	\$228.00	110.00	Bloomville	4	528.04		50.00
Grant	4	194.39		40.00	Bluffpoint	4	317.59		40.00
Laguna	4	197.94		100.00	Bolivar	3	1,400.00	\$241.00	120.00
Lake Valley	4	380.80		100.00	Bolton	4	191.50		90.00
Lascruces	3	1,400.00	196.00		Bolton Landing ¹	4	521.50		
Las Vegas	3	1,600.00	200.00	320.00	Boonville	3	1,700.00	231.00	250.00
Lordsburg	4	1,000.00		250.00	Boston Corner	4	130.11		70.00
Los Lunas	4	254.96		40.00	Branchport	4	457.70		40.00
Lumberton	4	239.28		50.00	Brewster	3	1,600.00	360.00	300.00
Magdalena	4	511.29		80.00	Briarcliff Manor	4	529.66		40.00
Mesilla Park	4	449.45		20.00	Bridgewater	4	533.10		150.00
Miera	4	112.65		80.00	Brighton	3	1,700.00	140.00	
Mora	4	458.99		50.00	Brinkerhoff	4	151.61		80.00
Ojo Caliente	4	226.29		60.00	Bristol Springs	4	152.37		20.00
Pecos	4	263.82		40.00	Broadalbin	4	836.17		50.00
Raton	3	1,800.00	200.00	300.00	Brocton	3	1,300.00	165.00	
Rincon	4	259.57		100.00	Brodhead	4	233.07		100.00
Roswell	3	1,900.00	210.00	50.00	Brokenstraw	4	193.97		50.00
San Acacia	4	133.86		40.00	Bronxville	3	1,100.00	150.00	
San Marcial	4	822.75		40.00	Brookton	4	365.88		80.00
Silver City	3	1,800.00	294.00	260.00	Burke	4	479.39		40.00
Socorro	3	1,100.00	152.00		Burlington Flats	4	322.83		50.00
Springer	4	940.59		100.00	Burf	4	267.30		30.00
Taos	4	884.81		100.00	Cairo	4	971.78		230.00
Thornton	4	216.86		100.00	Caldwell	3	1,400.00	244.00	400.00
Tres Piedras	4	377.11		100.00	Caledonia	3	1,200.00	260.00	40.00
Tularosa	4	338.34		100.00	Callicoon Depot	4	790.69		170.00
Wagonmound	4	680.43		60.00	Camden	3	1,800.00	333.00	260.00
Watrous	4	655.26		150.00	Cameron	4	412.80		60.00
NEW YORK.					Campbell	4	649.23		60.00
Adams Center	4	708.51		50.00	Canaseraga	4	964.91		70.00
Addison	3	1,600.00	328.00	300.00	Canastota	3	1,900.00	358.00	380.00
Akron	3	1,400.00	154.00		Canisteo	3	1,600.00	277.00	300.00
Alden	4	685.53		200.00	Cape Vincent	3	1,500.00	190.00	100.00
Alexandria Bay	3	1,600.00	300.00		Carmel	3	1,000.00	103.00	
Alfred	3	1,600.00	200.00		Castile	3	1,400.00	277.00	
Allegany	3	1,500.00	250.00		Castleton	3	1,100.00	174.00	
Almond	4	633.70		40.00	Castorland	4	557.61		250.00
Altamont	4	857.02		200.00	Cato	4	751.30		60.00
Altmar	4	598.43		40.00	Cattaraugus	3	1,600.00	187.00	200.00
Amenia	3	1,300.00	148.00	300.00	Cazenovia	3	1,800.00	300.00	90.00
Amityville	3	1,500.00	260.00		Central Bridge	4	641.10		120.00
Andes	4	664.72		80.00	Ceres	4	380.94		60.00
Andover	3	1,300.00	182.00	120.00	Champlain	3	1,100.00	60.00	
Angelica	3	1,200.00	190.00	400.00	Chateaugay	3	1,200.00	196.00	
Angola	4	877.04		180.00	Chatham Center	4	295.27		260.00
Antwerp	3	1,200.00	234.00	80.00	Chaumont	4	843.89		40.00
Apalachin	4	463.53		100.00	Chautauqua ²	3	1,700.00	225.00	500.00
Arcade	3	1,200.00	142.00	200.00	Chenango Forks	4	635.37		60.00
Arkport	4	494.70		40.00	Chepachet	4	127.78		40.00
Arverne ¹	4	1,000.00			Cherrycreek	3	1,000.00	173.00	
Athens	3	1,300.00	159.00		Cherry Valley	4	1,000.00		190.00
Athol	4	176.12		40.00	Chester	3	1,300.00	235.00	300.00
Atlanta	4	665.29		100.00	Chili Station	4	401.43		50.00
Attica	3	1,700.00	304.00	300.00	Chittenango	3	1,300.00	174.00	
Ausable Forks	4	917.77		200.00	Cincinnati ³	4	777.55		100.00
Avoca	3	1,300.00	171.00	40.00	Clayton ⁴	4	1,600.00	254.00	
Avon	3	1,700.00	252.00	200.00	Clinton	3	1,900.00	250.00	60.00
Bainbridge	3	1,600.00	410.00	400.00	Cobleskill	3	1,800.00	355.00	300.00
Baldwinsville	3	1,900.00	400.00	300.00	Cochecton	4	442.43		90.00
Bangall	4	2.56		100.00	Cohocton	3	1,600.00	170.00	
Barrytown	4	457.37		60.00	Coldspring	3	1,600.00	276.00	
Barryville	4	302.67		100.00	Collegepoint	3	1,700.00	264.00	
Bayshore ¹	3	1,900.00	306.00		Comstock	4	217.26		80.00
Belmont	3	1,500.00	348.00	70.00	Conewango Valley	4	350.36		100.00
Bemuspoint	4	444.04		50.00	Constableville	4	643.83		60.00
Bergen	4	1,000.00		80.00	Constantia	4	348.85		40.00
Bigelow	4	214.32		40.00	Copake Iron Works	4	410.61		300.00
Blackbrook	4	123.59		30.00	Corbetteville	4	163.30		80.00
Black River	3	1,000.00	123.00		Cornwall on the Hudson	3	1,500.00	139.00	
					Corona	3	1,200.00	188.00	

¹\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$500 temporary clerk hire, July 1 to Sept. 30, 1901.

⁴\$175 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office	Class.	Allowances.		Office.	Class.	Allowances.	
		Salary of post-master July 1, 1901.	Rent, fuel, and light.			Salary of post-master July 1, 1901.	Rent, fuel, and light.
NEW YORK—c't'd.				NEW YORK—c't'd.			
Covington	4	\$112.39	\$70.00	Groton	3	\$1,600.00	\$260.00
Coxsackie	3	1,500.00	260.00	Groveland Station	4	377.08	\$80.00
Croton on Hudson	3	1,200.00	155.00	Hadley	4	475.14	40.00
Crownpoint	4	793.99	110.00	Haines Falls ^a	4	965.88	
Cuba	3	1,800.00	399.00	Hamburg	3	1,500.00	187.00
Cuyler	4	311.82	40.00	Hamilton	3	1,900.00	335.00
Davenport	4	394.25	40.00	Hammond	4	737.69	100.00
Davenport Center	4	246.02	80.00	Hammondsport	3	1,600.00	204.00
Dayton	4	549.50	80.00	Hancock	3	1,500.00	250.00
DeKalb Junction	4	663.59	200.00	Hannibal	4	709.61	40.00
Delanson	4	493.58	20.00	Hastings upon Hudson	3	1,100.00	110.00
Delhi	3	1,800.00	333.00	Haverstraw	3	1,700.00	358.00
Depew	3	1,300.00	330.00	Hemlock	4	443.87	100.00
Deposit ¹	3	1,700.00	396.00	Heron	4	879.16	60.00
Deruyter	3	1,200.00	140.00	Heuvelton	4	689.47	100.00
Dolgeville	3	1,500.00	256.00	Hicksville	4	1,000.00	50.00
Dover Plains	4	913.75	150.00	Highland	3	1,200.00	110.00
Dowdsville	4	618.48	100.00	Highland Falls	3	1,300.00	280.00
Dundee	3	1,500.00	232.00	Hilton	4	948.47	40.00
Earlville	3	1,200.00	198.00	Holland	3	1,000.00	126.00
Eastbranch	4	485.17	100.00	Holley	3	1,500.00	256.00
East Constable	4	331.41	30.00	Homer	3	1,700.00	360.00
East Hampton ^a	3	1,600.00	200.00	Honeoye Falls	3	2,000.00	191.00
East Syracuse	3	1,500.00	274.00	Horseheads	3	1,500.00	306.00
Edmeston	4	806.37	60.00	Hotel Champlain ^a	4	381.96	80.00
Elizabethtown	3	1,200.00	135.00	Humphreysville	4	103.90	76.00
Elizaville	4	194.22	60.00	Hunt	4	366.71	75.00
Ellenville	3	1,900.00	460.00	Hunter ^a	4	1,000.00	100.00
Ellicottville	3	1,400.00	160.00	Hurleyville	4	840.11	100.00
Elmhurst	3	1,300.00	310.00	Inman	4	193.67	60.00
Emeryville	4	91.90	50.00	Ira Station	4	264.51	60.00
Fairport	3	1,800.00	350.00	Islip	3	1,400.00	255.00
Falconer	3	1,500.00	164.00	Jordan	3	1,200.00	163.00
Farmer	3	1,200.00	118.00	Kanona	4	434.58	100.00
Fayetteville	3	1,400.00	220.00	Kasoaq	4	193.96	60.00
Fillmore	4	977.43	40.00	Katonah	4	1,000.00	100.00
Findley Lake	4	555.78	60.00	Katrine	4	258.00	120.00
Fishkill on the Hudson	3	1,900.00	360.00	Keene	4	294.93	100.00
Fishs Eddy	4	380.62	60.00	Keene Valley ^a	4	551.90	
Fonda	3	1,600.00	219.00	Keeseville	3	1,600.00	254.00
Forestville	3	1,100.00	144.00	Kennedy	4	765.53	40.00
Fort Covington	4	750.80	50.00	Kerhonkson	4	406.65	100.00
Fort Edward	3	1,700.00	256.00	Kinderhook	3	1,000.00	100.00
Frankfort	3	1,700.00	360.00	Kings Park	3	1,200.00	121.00
Franklin	3	1,100.00	180.00	Lacona	4	733.58	100.00
Franklinville	3	1,600.00	182.00	Lafargeville	4	596.46	60.00
Freeport	3	1,700.00	252.00	Lake Placid ^a	4	1,000.00	
Freeville	4	641.92	100.00	Lakewood ^a	4	637.96	
Friendship	3	1,600.00	300.00	Lamont	4	156.35	70.00
Frontenac ^a	4	535.70		Lamson	4	121.74	68.00
Fultonville	3	1,400.00	208.00	Lancaster	3	1,600.00	277.00
Garden City	3	1,400.00	211.00	Larchmont	3	1,500.00	300.00
Gardiner	4	452.98	80.00	Lawrence	3	1,500.00	200.00
Genoa	4	594.39	30.00	Lawton Station	4	242.56	60.00
Georgetown	4	389.70	100.00	Lestershire	3	1,500.00	292.00
Gilboa	4	454.90	100.00	Lewiston	4	848.32	140.00
Glen Cove	3	1,800.00	238.00	Lima	3	1,300.00	145.00
Glenfield	4	464.41	140.00	Limerick	4	243.55	76.00
Glenhead	4	387.40	40.00	Lisle	4	571.01	60.00
Glenmont	4	148.89	40.00	Little Valley	3	1,500.00	275.00
Grahamsville	4	338.08	40.00	Livingston Manor	4	1,000.00	150.00
Grand Gorge	4	492.11	100.00	Livonia	3	1,100.00	146.00
Grant	4	304.29	60.00	Longeddy	4	528.69	50.00
Granville	3	1,700.00	320.00	Lordville	4	225.60	70.00
Greatneck	3	1,300.00	164.00	Lowville	3	1,900.00	360.00
Great Valley	4	359.24	120.00	Lyon Falls	4	652.06	40.00
Greene	3	1,600.00	331.00	Lysander	4	404.93	60.00
Greenport	3	1,800.00	400.00	McDonough	4	370.54	50.00
Greenwich	3	1,700.00	240.00	McGraw	3	1,400.00	220.00
Greycourt	4	315.15	150.00	Macedon	3	1,100.00	120.00

¹\$280 temporary clerk hire, July 1 to Dec. 31, 1901.

²\$125 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

⁴\$125 temporary clerk hire, July 1 to Sept. 30, 1900.

⁵\$250 temporary clerk hire, July 1 to Sept. 30, 1901.

⁶\$200 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
NEW YORK—cont'd.					NEW YORK—cont'd.				
Madrid Springs	4	\$231.71	.....	\$100.00	Parish	4	\$643.41	.....	\$40.00
Mahopac	4	723.35	.....	40.00	Parishville	4	618.53	.....	40.00
Manlius	3	1,400.00	\$186.00	.....	Patterson	4	1,000.00	.....	200.00
Mannville	4	595.46	.....	40.00	Paul Smiths ³	4	776.33	.....	.....
Mapes	4	41.03	.....	40.00	Pavilion	4	573.10	.....	80.00
Marathon	3	1,500.00	194.00	110.00	Pawling	3	1,300.00	\$223.00	50.00
Marcellus	3	1,100.00	84.00	.....	Pelham	3	1,200.00	198.00	.....
Margaretville	4	990.00	.....	330.00	Phelps	3	1,500.00	204.00	200.00
Marion	4	787.46	.....	40.00	Philadelphia	3	1,100.00	144.00	.....
Marlboro	3	1,100.00	174.00	.....	Philmont	3	1,400.00	152.00	90.00
Masonville	4	434.53	.....	40.00	Phœnicia	4	532.31	.....	100.00
Massena	3	1,600.00	196.00	40.00	Phœnix	3	1,600.00	210.00	40.00
Massena Springs	4	384.80	.....	120.00	Piercefield	4	598.04	.....	70.00
Matteawan	3	1,700.00	308.00	40.00	Pike	4	709.15	.....	40.00
Mayville	3	1,500.00	202.00	600.00	Pinebush	4	640.00	.....	60.00
Mechanicsville	3	1,900.00	450.00	250.00	Pinehill ⁴	4	994.88	.....	.....
Mecklenburg	4	430.22	.....	40.00	Pine Plains	3	1,100.00	150.00	.....
Mexico	3	1,500.00	252.00	200.00	Pitcher	4	238.51	.....	60.00
Middleburg	3	1,400.00	260.00	400.00	Point Chautauque ⁴	4	561.69	.....	.....
Middle Granville	4	808.04	.....	20.00	Pope Mills	4	137.31	.....	40.00
Middleport	3	1,500.00	300.00	100.00	Portageville	4	528.68	.....	80.00
Millford	4	822.99	.....	100.00	Port Byron	3	1,200.00	200.00	160.00
Millbrook	3	1,400.00	100.00	.....	Port Henry	3	1,600.00	256.00	450.00
Millerton	3	1,600.00	236.00	250.00	Port Jefferson	3	1,500.00	250.00	.....
Minoa	4	300.70	.....	50.00	Portville	3	1,500.00	143.00	.....
Mohawk	3	1,400.00	300.00	80.00	Port Washington	3	1,000.00	.....	.....
Mohegan ¹	4	477.01	.....	100.00	Post Creek	4	50.21	.....	40.00
Molra	4	717.41	.....	60.00	Pottersville	4	370.30	.....	70.00
Monroe	3	1,200.00	160.00	.....	Prattsburg	3	1,100.00	165.00	140.00
Montgomery	3	1,500.00	158.00	200.00	Prattsville	4	601.91	.....	40.00
Monticello	3	1,700.00	236.00	250.00	Preble	4	315.26	.....	30.00
Montour Falls	3	1,300.00	194.00	.....	Prospect	4	455.02	.....	300.00
Montrose	4	308.77	.....	40.00	Pulaski	3	1,600.00	301.00	50.00
Moravia	3	1,600.00	154.00	100.00	Purdy Station	4	412.51	.....	80.00
Moreland Station	4	117.87	.....	40.00	Putnam Station	4	174.70	.....	50.00
Morlah Center	4	243.69	.....	100.00	Queens	3	1,300.00	165.00	.....
Morrisville	3	1,100.00	186.00	.....	Randolph	3	1,500.00	212.00	240.00
Mount Kisco	3	1,600.00	175.00	.....	Ransomville	4	710.17	.....	40.00
Mount Morris	3	1,700.00	331.00	140.00	Rathbone	4	224.67	.....	20.00
Mount Vision	4	333.96	.....	100.00	Ravena	4	914.06	.....	150.00
Naples	3	1,500.00	202.00	300.00	Rayville	4	99.99	.....	40.00
Narrowsburg	4	568.11	.....	80.00	Redcreek	4	821.14	.....	40.00
Napera Park	3	1,400.00	1.00	.....	Red Hook	3	1,100.00	139.00	.....
New Berlin	3	1,500.00	168.00	80.00	Redwood	4	679.52	.....	80.00
New Hartford	3	1,400.00	150.00	.....	Rhinebeck	3	1,600.00	240.00	280.00
New Lebanon	3	1,800.00	110.00	100.00	Rhinecliff	4	451.28	.....	100.00
New Paltz	3	1,500.00	227.00	160.00	Richfield Springs	3	1,900.00	283.00	340.00
New York Mills	3	1,100.00	150.00	.....	Richland	4	477.58	.....	250.00
Nichols	4	755.61	.....	150.00	Richmondville	4	779.10	.....	120.00
Nile	4	345.28	.....	40.00	Riverhead	3	1,900.00	400.00	50.00
Niverville	4	394.25	.....	70.00	Rosendale	4	965.72	.....	150.00
North Cohocton	3	1,500.00	150.00	40.00	Roslyn	3	1,300.00	165.00	.....
North Collins	4	961.26	.....	40.00	Rouse Point	3	1,400.00	175.00	250.00
North Creek	4	765.01	.....	300.00	Russell	4	441.46	.....	80.00
North Granville	4	484.78	.....	80.00	Rye	3	1,800.00	400.00	50.00
North Lawrence	4	463.13	.....	80.00	Sacket Harbor	3	1,300.00	195.00	40.00
North Rose	4	450.69	.....	100.00	St. Johnsville	3	1,900.00	186.00	210.00
North Tarrytown	3	1,500.00	204.00	300.00	Salem	3	1,500.00	198.00	200.00
Northville	3	1,200.00	166.00	200.00	Sampsonville	4	101.20	.....	80.00
Norwood	3	1,400.00	162.00	500.00	Sarnborn	4	377.56	.....	70.00
Nunda	3	1,400.00	202.00	200.00	Saranac Inn ⁶	4	837.38	.....	.....
Oakfield	3	1,100.00	174.00	60.00	Savannah	4	857.73	.....	80.00
Oceanus ⁷	3	1,600.00	225.00	.....	Savona	4	677.96	.....	140.00
Oliverbridge	4	178.65	.....	50.00	Sayville	3	1,500.00	292.00	.....
Ontario	4	711.13	.....	60.00	Schaghticoke	4	1,000.00	.....	70.00
Oriskany Falls	3	1,000.00	127.00	40.00	Schenectady	3	1,100.00	126.00	150.00
Oswego Falls	3	1,100.00	144.00	.....	Schoharie	3	1,300.00	210.00	70.00
Otego	4	976.04	.....	70.00	Schroon Lake ⁷	4	760.83	.....	40.00
Ovid	3	1,200.00	146.00	.....	Schuylerville	3	1,500.00	152.00	80.00
Oxford	3	1,700.00	206.00	290.00	Seacliff	3	1,700.00	254.00	.....
Oyster Bay	3	1,600.00	172.00	.....	Selkirk	4	297.80	.....	50.00

¹ \$40 temporary clerk hire, July 1 to Sept. 30, 1901.² \$250 temporary clerk hire, July 1 to Sept. 30, 1901.³ \$200 temporary clerk hire, July 1 to Sept. 30, 1901.⁴ \$100 temporary clerk hire, July 1 to Sept. 30, 1901.⁵ \$50 temporary clerk hire, July 1 to Sept. 30, 1901.⁶ \$150 temporary clerk hire, July 1 to Sept. 30, 1901.⁷ \$74 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
NEW YORK—cont'd.					NEW YORK—cont'd.				
Sharon Springs ¹	4	\$1,000.00			Westpoint.....	3	\$1,600.00	\$190.00	\$300.00
Sharon Station.....	4	237.86		\$60.00	West Seneca.....	3	1,700.00	126.00	
Sherburne.....	3	1,500.00	\$170.00	100.00	West Shokan.....	4	454.02		40.00
Sherman.....	3	1,500.00	205.00	600.00	Whippleville.....	4	125.95		30.00
Shortsville.....	3	1,300.00	140.00		Whitehall ²	3	1,800.00	208.00	
Sidney.....	3	1,800.00	375.00	400.00	White Lake ³	4	480.99		
Sidney Center.....	4	542.43		150.00	Whitesboro.....	3	1,200.00	150.00	
Silverspring ⁴	4	829.38		50.00	Whitestone.....	3	1,800.00	157.00	
Sinclairville.....	4	882.91		70.00	Whitesville.....	4	567.77		30.00
Skaneateles.....	3	1,900.00	254.00	200.00	Whitney Point.....	3	1,300.00	300.00	300.00
Slatehill.....	4	241.06		40.00	Williamstown.....	4	551.26		100.00
Smithville.....	3	1,200.00	97.00		Willsboro.....	4	709.77		20.00
Sodus.....	3	1,400.00	215.00		Wilson.....	4	937.46		40.00
South Byron.....	4	482.82		40.00	Windham ⁵	4	724.35		
South Dayton.....	4	622.41		50.00	Windsor.....	4	987.79		40.00
South Fallsburg.....	4	586.26		100.00	Winthrop.....	4	596.27		30.00
South Jefferson.....	4	71.77		40.00	Witherbee ⁶	4	306.62		70.00
Southold.....	3	1,100.00			Wolcott.....	3	1,700.00	400.00	
South Otselic.....	4	513.35		70.00	Woodbourne.....	4	456.56		60.00
Sparkill.....	4	600.10		60.00	Woodside.....	3	1,700.00	210.00	
Sparrow Bush.....	4	250.39		40.00	Worcester.....	3	1,200.00	150.00	
Spencer.....	3	1,200.00	70.00		Wright.....	4	85.25		40.00
Spencerport.....	3	1,000.00	174.00		NORTH CAROLINA.				
Springfield Center.....	4	470.49		50.00	Aberdeen.....	4	898.72		200.00
Spring Valley ⁷	3	1,400.00	223.00		Abshers.....	4	38.67		100.00
Springville.....	3	1,600.00	250.00	120.00	Adair.....	4	190.46		100.00
Staatsburg.....	4	804.68		60.00	Ahoskie.....	4	462.04		140.00
Stamford.....	3	1,600.00	279.00	150.00	Albemarle.....	4	994.28		270.00
Stanley.....	4	689.05		60.00	Alexander.....	4	195.61		40.00
Stephentown.....	4	302.51		50.00	Angeline.....	4	119.77		40.00
Sterling Station.....	4	105.94		100.00	Anna.....	4	14.74		40.00
Stevensville.....	4	303.36		40.00	Apex.....	4	490.89		80.00
Stockport.....	4	289.85		40.00	Applegate.....	4	118.26		80.00
Stoneridge.....	4	440.36		100.00	Ashboro.....	4	969.85		100.00
Suffern.....	3	1,400.00	210.00		Aulander.....	4	342.13		100.00
Tannersville ⁸	4	1,000.00			Ayden.....	4	541.08		40.00
Theresa.....	3	1,200.00	174.00		Bakersville.....	4	411.90		300.00
Thompson Ridge.....	4	148.01		30.00	Baldcreek.....	4	109.53		40.00
Thousand Island Park ⁹	4	994.23			Battleboro.....	4	346.87		40.00
Three Mile Bay.....	4	624.61		40.00	Beaufort.....	4	1,000.00		200.00
Ticonderoga.....	3	1,800.00	358.00	250.00	Beaver Creek.....	4	104.90		90.00
Tivoli.....	4	534.13		80.00	Belmont.....	4	464.30		50.00
Tottenville.....	3	1,200.00	184.00		Bensalem.....	4	154.19		100.00
Trumansburg.....	3	1,600.00	172.00		Bigoak.....	4	43.08		100.00
Truxton.....	4	505.05		40.00	Biltmore.....	3	1,300.00	264.00	200.00
Tuckahoe.....	3	1,000.00	174.00		Biscoe.....	4	462.96		60.00
Tully.....	4	953.02		70.00	Black Mountain.....	4	449.24		40.00
Tupper Lake.....	3	1,300.00	228.00	50.00	Blevins.....	4	16.58		40.00
Turner.....	4	429.37		300.00	Blowing Rock.....	4	464.38		150.00
Tuxedo Park.....	3	1,600.00	216.00		Boone.....	4	317.05		100.00
Unadilla.....	3	1,500.00	248.00	90.00	Braestown.....	4	168.18		100.00
Union.....	3	1,000.00	167.00	200.00	Brevard.....	4	1,000.00		200.00
Union Springs.....	3	1,100.00	144.00		Browns Summit.....	4	176.84		30.00
Union Square.....	4	183.37		30.00	Bryson City.....	4	427.96		40.00
Victor.....	3	1,300.00	300.00		Burlington.....	3	1,600.00	230.00	130.00
Walden.....	3	1,700.00	306.00	500.00	Burnsville.....	4	287.06		120.00
Wallace.....	4	356.75		40.00	Bushnell.....	4	206.64		40.00
Walkill.....	4	849.09		80.00	Bynum.....	4	226.23		20.00
Walton.....	3	1,800.00	350.00	250.00	Cagles Mill.....	4	24.72		90.00
Wappingers Falls.....	3	1,600.00	296.00	100.00	Calhoun.....	4	120.10		40.00
Warrensburg.....	3	1,700.00	228.00	500.00	Camden.....	4	215.70		50.00
Warwick.....	3	1,800.00	285.00	100.00	Cameron.....	4	488.80		160.00
Washingtonville.....	3	1,200.00	165.00		Campbell.....	4	26.31		130.00
Waterford.....	3	1,700.00	283.00	200.00	Candler.....	4	133.80		40.00
Waterville.....	3	1,700.00	325.00		Candor.....	4	260.45		100.00
Watkins.....	3	1,800.00	325.00	250.00	Cane River.....	4	81.06		60.00
Wayland.....	3	1,800.00	249.00		Canton.....	4	585.54		76.00
Weedport.....	3	1,700.00	308.00	300.00	Carthage.....	3	1,100.00	183.00	180.00
Wellsburg.....	4	458.45		100.00	Cashiers.....	4	210.82		76.00
West Chazy.....	4	505.19		40.00	Catawba.....	4	273.97		120.00
West Hurley.....	4	426.15		60.00					

¹\$25 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$30 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$200 temporary clerk hire, July 1 to Sept. 30, 1901.

⁴\$276 temporary clerk hire, July 1 to Sept. 30, 1901.

⁵\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

⁶\$75 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
NORTH CAROLINA— continued.					NORTH CAROLINA— continued.				
Chapanoke.....	4	\$100.34		\$40.00	Grifton.....	4	\$455.18		\$80.00
Chapelhill.....	3	1,600.00	\$143.00	110.00	Gulf.....	4	271.50		40.00
Cherokee.....	4	166.48		50.00	Hale.....	4	114.75		170.00
Cherrylane.....	4	63.78		60.00	Halewood.....	4	42.98		40.00
Cherryville.....	4	789.22		50.00	Hallison.....	4	54.94		100.00
Chinagrove.....	4	682.43		50.00	Hallsboro.....	4	208.62		40.00
Clarkton.....	4	568.24		250.00	Halls Mills.....	4	40.71		120.00
Clinton.....	3	1,300.00		120.00	Hamlet.....	4	815.01		200.00
Clyde.....	4	591.24		80.00	Hamptonville.....	4	56.25		40.00
Columbia.....	4	560.52		60.00	Hayesville.....	4	255.40		100.00
Columbus.....	4	258.78		100.00	Helton.....	4	45.72		50.00
Concord.....	3	1,800.00	460.00	410.00	Henderson.....	3	1,700.00	\$296.00	150.00
Connely Springs.....	4	313.60		60.00	Hendersonville.....	3	1,600.00	176.00	400.00
Conoho.....	4	205.21		40.00	Henrietta.....	4	515.93		40.00
Councils Station.....	4	353.12		40.00	Hertford.....	4	999.90		100.00
Crabtree.....	4	102.91		50.00	Hickory.....	3	1,700.00	252.00	240.00
Cranberry.....	4	293.81		100.00	Highlands.....	4	486.83		100.00
Crawford.....	4	35.34		40.00	Hillgirt.....	4	67.45		40.00
Creston.....	4	79.13		100.00	Hillsboro.....	4	1,000.00		200.00
Crumpler.....	4	160.63		110.00	Hope Mills.....	4	638.27		80.00
Crutchfield.....	4	91.92		20.00	Huntdale.....	4	102.65		80.00
Culberson.....	4	194.00		50.00	Idol.....	4	27.86		80.00
Cunningham.....	4	157.61		60.00	Iron Station.....	4	124.13		80.00
Dalton.....	4	59.17		40.00	Ivy.....	4	98.94		120.00
Dana.....	4	86.16		60.00	Jackson.....	4	622.29		50.00
Davidson.....	4	906.06		40.00	Jacksonville.....	4	535.01		80.00
Dehart.....	4	34.60		80.00	Jarretts.....	4	154.71		70.00
Delk.....	4	33.43		40.00	Jefferson.....	4	373.71		300.00
Democrat.....	4	196.77		80.00	Jonesboro.....	4	616.94		90.00
Denton.....	4	75.38		80.00	Jonesville.....	4	120.86		110.00
Derita.....	4	123.79		50.00	Judson.....	4	52.41		40.00
Dillsboro.....	4	426.05		140.00	Keith.....	4	75.79		80.00
Dobson.....	4	313.54		100.00	Kenansville.....	4	536.45		50.00
Dunn.....	3	1,200.00	144.00	330.00	Kernersville.....	4	940.58		130.00
Eaglesprings.....	4	208.73		150.00	Kings Mountain.....	4	1,000.00		100.00
Eastbend.....	4	341.35		50.00	Kinston.....	3	1,800.00	298.00	320.00
East Laport.....	4	75.96		40.00	Lagrange.....	4	798.29		100.00
Edenton.....	3	1,500.00	155.00	200.00	Laurelbranch.....	4	82.24		130.00
Edwards Cross- roads.....	4	75.48		40.00	Laurelhill.....	4	248.25		60.00
Elizabeth City.....	3	1,900.00	300.00	160.00	Laurelsprings.....	4	110.36		120.00
Elizabethtown.....	4	305.58		60.00	Laurinburg.....	3	1,400.00	127.00	40.00
Elk creek.....	4	49.73		150.00	Leaksville.....	4	547.30		40.00
Elkin.....	4	873.30		450.00	Leasburg.....	4	99.52		50.00
Elkpark.....	4	437.91		80.00	Leicester.....	4	171.01		100.00
Ellenboro.....	4	235.62		100.00	Lenoir ¹	3	1,400.00	180.00	500.00
Elon College.....	4	596.89		50.00	Lewiston.....	4	402.36		90.00
Elrod.....	4	134.36		60.00	Lexington.....	3	1,500.00	171.00	350.00
Enfield.....	4	922.85		90.00	Lilesville.....	4	279.72		80.00
Ennice.....	4	50.48		40.00	Lillington.....	4	176.57		50.00
Erastus.....	4	25.21		60.00	Lincolnton.....	3	1,300.00	190.00	200.00
Fairbluff.....	4	389.51		120.00	Line.....	4	44.08		40.00
Fairplain.....	4	58.44		110.00	Linville.....	4	199.43		50.00
Fairview.....	4	182.06		100.00	Linwood.....	4	231.12		30.00
Farmer.....	4	96.85		40.00	Littleton.....	3	1,200.00	164.00	175.00
Faust.....	4	27.32		40.00	Louisburg.....	3	1,300.00	146.00	60.00
Fig.....	4	47.47		70.00	Lowgap.....	4	87.00		60.00
Fletcher.....	4	364.00		40.00	Lumberton.....	3	1,300.00	150.00	150.00
Forest City.....	4	513.83		50.00	Lyndover.....	4	77.04		50.00
Franklin.....	4	779.80		200.00	McCurdy.....	4	26.72		40.00
Franklinton.....	4	996.48		80.00	Mackey Ferry.....	4	274.00		200.00
Fremont.....	4	496.82		50.00	Macon.....	4	286.12		150.00
Furches.....	4	191.66		50.00	Madison.....	4	704.02		160.00
Gapcreek.....	4	72.22		120.00	Magnolia.....	4	624.07		100.00
Gastonia.....	3	1,700.00	280.00	110.00	Manchester.....	4	226.52		40.00
Gibson.....	4	413.51		40.00	Manteo.....	4	674.47		60.00
Gibsonville.....	4	703.79		60.00	Marion.....	3	1,300.00	130.00	500.00
Gilkey.....	4	90.94		10.00	Marshall.....	4	661.50		200.00
Glenville.....	4	80.99		40.00	Marshville.....	4	384.94		60.00
Goshen.....	4	44.31		90.00	Martin.....	4	75.60		50.00
Graham.....	3	1,100.00	100.00	150.00	Maxton.....	3	1,100.00	160.00	80.00
Greenhill.....	4	38.20		40	Maysville.....	4	247.79		50.00
Greenville.....	3	1,500.00	360.00	150.00	Meadows.....	4	72.21		70.00
					Mcbane.....	4	891.02		40.00

\$100 temporary clerk hire, July 1 to Sept. 3, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
NORTH CAROLINA—continued.					NORTH CAROLINA—continued.				
Mecca.....	4	\$47.23		\$100.00	Scotland Neck.....	3	\$1,300.00	\$140.00	
Merryoaks.....	4	166.31		40.00	Scottville.....	4	86.83		\$60.00
Mica.....	4	106.32		140.00	Scranton.....	4	317.01		100.00
Micaville.....	4	156.17		60.00	Shallotte.....	4	223.87		60.00
Millers Creek.....	4	68.91		200.00	Shelby.....	3	1,500.00	194.00	360.00
Millspring.....	4	159.10		100.00	Shoals.....	4	55.42		100.00
Milton.....	4	512.66		50.00	Siler City.....	4	479.89		120.00
Mineral Springs.....	4	37.95		50.00	Skyco.....	4	261.78		100.00
Mizpah.....	4	77.11		50.00	Smithfield.....	3	1,200.00	100.00	100.00
Mocksville.....	4	610.24		200.00	Snowden.....	4	207.04		100.00
Moncure.....	4	209.07		60.00	Snowhill.....	4	557.20		50.00
Monroe.....	3	1,500.00	\$275.00	700.00	Southern Pines.....	3	1,200.00	118.00	
Montezuma.....	4	287.89		120.00	South Gaston.....	4	236.40		60.00
Mooreville.....	4	975.02		40.00	Southport.....	4	743.65		40.00
Moretz.....	4	27.29		40.00	Sparta.....	4	352.96		200.00
Morganton.....	3	1,500.00	\$41.00	240.00	Spears.....	4	174.60		100.00
Morrisville.....	4	212.07		60.00	Speedwell.....	4	62.91		40.00
Mountairy.....	3	1,600.00	\$39.00	500.00	Spray.....	4	904.94		40.00
Mount Gilead.....	4	421.88		80.00	Sprucepine.....	4	168.04		200.00
Mount Holly.....	4	508.07		50.00	Staley.....	4	138.07		60.00
Mount Pleasant.....	4	394.11		60.00	Stanley.....	4	337.53		40.00
Mulberry.....	4	84.73		140.00	Stateroad.....	4	38.44		150.00
Murphy.....	4	982.78		150.00	Sutherlands.....	4	172.51		40.00
Newhill.....	4	163.62		40.00	Swannanoa.....	4	255.83		20.00
Newhope.....	4	33.73		40.00	Swanquarter.....	4	329.91		100.00
New London.....	4	264.13		100.00	Sylvia.....	4	388.76		120.00
Newton.....	3	1,100.00	127.00	180.00	Tabor.....	4	122.31		10.00
Northwilkesboro.....	4	1,000.00		500.00	Tarboro.....	3	1,700.00	268.00	150.00
Norwood.....	4	386.16		100.00	Taylors Bridge.....	4	77.41		40.00
Oldfort.....	4	474.93		40.00	Taylorsville.....	4	429.44		200.00
Orehill.....	4	171.63		150.00	Thomasville.....	3	1,100.00	125.00	300.00
Oxford.....	3	1,600.00	254.00	100.00	Timberlake.....	4	146.10		50.00
Palmerville.....	4	102.45		40.00	Tobaccoville.....	4	99.17		50.00
Pantego.....	4	231.83		100.00	Tolarsville.....	4	44.61		40.00
Parkersburg.....	4	111.83		60.00	Transon.....	4	153.07		50.00
Parrale.....	4	560.24		40.00	Traphill.....	4	92.38		120.00
Patterson.....	4	157.00		50.00	Trenton.....	4	354.46		40.00
Penelo.....	4	79.72		40.00	Troy.....	4	807.69		160.00
Pilotmountain.....	4	525.94		80.00	Tryon.....	4	854.81		600.00
Pineycreek.....	4	70.76		40.00	Tunis.....	4	177.96		200.00
Pinnacle.....	4	260.79		40.00	Ulah.....	4	29.22		60.00
Pittsboro.....	4	487.27		200.00	Uree.....	4	49.51		40.00
Plymouth.....	3	1,100.00	216.00	150.00	Valdese.....	4	304.80		40.00
Polkton.....	4	222.01		40.00	Vilas.....	4	182.43		80.00
Price.....	4	142.83		160.00	Vineland.....	4	295.29		100.00
Prosperity.....	4	51.02		40.00	Wadesboro.....	3	1,200.00	192.00	150.00
Ramseur.....	4	346.31		100.00	Wake Forest.....	4	995.80		40.00
Ranger.....	4	98.04		80.00	Wallace.....	4	499.61		40.00
Reddies River.....	4	35.34		100.00	Walnutcove.....	4	462.11		120.00
Redland.....	4	36.52		40.00	Warren Plains.....	4	198.43		80.00
Red Springs.....	3	1,300.00	80.00	60.00	Warrenton.....	3	1,100.00	119.00	40.00
Reidsville.....	3	1,800.00		400.00	Washington.....	3	1,800.00	460.00	450.00
Richfield.....	4	135.19		40.00	Waxhaw.....	4	552.46		40.00
Rich Square.....	4	403.37		40.00	Waynesville ¹	3	1,400.00	200.00	230.00
Roaringgap.....	4	50.09		100.00	Weasel.....	4	66.59		40.00
Rockford.....	4	212.48		190.00	Weaverhill.....	4	339.21		130.00
Rockingham.....	3	1,400.00	168.00	200.00	Webster.....	4	248.18		100.00
Rockymount.....	3	1,800.00	360.00	300.00	Weldon.....	3	1,400.00	193.00	250.00
Roeboro.....	4	197.88		40.00	Whitakers.....	4	441.76		40.00
Rosindale.....	4	115.91		40.00	Whiteplains.....	4	73.25		220.00
Roseland.....	4	472.85		40.00	Whittier.....	4	300.88		70.00
Roxboro.....	4	978.02		100.00	Wilkesboro.....	4	556.56		300.00
Ruffin.....	4	216.36		190.00	Williamston.....	3	1,000.00	138.00	40.00
Ruralhall.....	4	271.73		50.00	Wilson.....	3	1,900.00	354.00	400.00
Rutherfordton.....	4	920.09		300.00	Windsor.....	4	966.14		100.00
Saluda.....	4	648.77		75.00	Winton.....	4	559.81		70.00
Sandifer.....	4	108.78		40.00	Woodlawn.....	4	152.68		80.00
Sandymush.....	4	87.16		40.00	Yadkin College.....	4	246.22		60.00
Sandyridge.....	4	90.37		60.00	Yadkinville.....	4	279.85		120.00
Sanford.....	3	1,200.00	100.00	400.00	Yanceyville.....	4	246.58		40.00
Sans Souci.....	4	123.41		40.00	Youngville.....	4	416.94		100.00

¹\$106, temporary clerk hire, June 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1904—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
NORTH DAKOTA.					OHIO—continued.				
Albert.	4	\$60.99	.....	\$40.00	Adelphi	4	\$320.57	.....	\$50.00
Ashley	4	427.49	.....	60.00	Albany	4	628.19	.....	100.00
Bottineau	3	1,400.00	\$196.00	150.00	Alice	4	213.14	.....	40.00
Buchanan	4	182.14	.....	40.00	Alvordton	4	470.23	.....	100.00
Cando	3	1,500.00	110.00	80.00	Andover	3	1,100.00	\$174.00	140.00
Carrington	3	1,400.00	144.00	600.00	Anna	4	565.79	.....	76.00
Casselton	3	1,500.00	320.00	300.00	Ansonia	4	702.46	.....	70.00
Churchs Ferry.	4	936.56	.....	310.00	Antwerp	3	1,100.00	196.00	.....
Cogswell	4	406.20	.....	40.00	Applecreek	4	534.54	.....	50.00
Conway	4	409.00	.....	70.00	Arcanum	3	1,100.00	164.00	.....
Cooperstown	3	1,400.00	166.00	80.00	Archbold	3	1,200.00	128.00	.....
Crystal	4	779.59	.....	40.00	Ashley	4	817.34	.....	70.00
Devils Lake	3	1,900.00	298.00	600.00	Atwater	4	618.51	.....	40.00
Dickinson	3	1,600.00	224.00	370.00	Bainbridge	4	879.36	.....	150.00
Drayton	3	1,000.00	104.00	180.00	Bairdstown.	4	305.24	.....	40.00
Edinburg	4	657.38	.....	40.00	Baldwin	4	61.42	.....	60.00
Ellendale	3	1,300.00	223.00	100.00	Baltic	4	464.64	.....	100.00
Fessenden	3	1,200.00	140.00	.....	Barnesville.	3	1,900.00	183.00	300.00
Grafton	3	1,700.00	298.00	170.00	Batavia	3	1,100.00	152.00	90.00
Grand Harbor.	4	408.13	.....	40.00	Beach City	4	623.08	.....	100.00
Hamilton	4	601.73	.....	150.00	Beaver	4	389.88	.....	40.00
Hankinson	3	1,200.00	196.00	150.00	Bedford	3	1,500.00	186.00	.....
Hannah	4	749.96	.....	90.00	Beidler	4	193.45	.....	20.00
Harrisburg	4	88.91	.....	40.00	Bell Center.	4	1,000.00	.....	120.00
Harvey	3	1,400.00	360.00	.....	Belle Valley	4	187.87	.....	10.00
Hatton	4	863.60	.....	70.00	Bellville	3	1,000.00	128.00	.....
Hillsboro	3	1,500.00	234.00	40.00	Belmont	4	604.56	.....	40.00
Hope	3	1,000.00	165.00	100.00	Berea	3	1,600.00	308.00	.....
Lakota	3	1,500.00	300.00	360.00	Bidwell	4	275.15	.....	50.00
Lamoure	3	1,100.00	176.00	100.00	Blackrun.	4	15.13	.....	80.00
Langdon	3	1,500.00	310.00	340.00	Bladen	4	73.94	.....	40.00
Larimore	3	1,500.00	228.00	230.00	Blanchester	3	1,600.00	250.00	300.00
Leeds	4	1,000.00	.....	160.00	Bloomdale	4	725.31	.....	50.00
Lidgerwood	3	1,200.00	179.00	.....	Bloomington	4	627.04	.....	40.00
Linton	4	418.45	.....	40.00	Bluffton	3	1,500.00	166.00	40.00
Lisbon	3	1,500.00	252.00	200.00	Botkins	4	509.91	.....	70.00
Mandan	3	1,600.00	247.00	130.00	Boughtonville	4	182.49	.....	70.00
Mayville	3	1,500.00	232.00	110.00	Bowerston	4	837.27	.....	100.00
Milton	3	1,100.00	144.00	.....	Bremen	4	942.53	.....	40.00
Minot	3	1,500.00	196.00	50.00	Bridgeport	3	1,700.00	210.00	200.00
Neché	4	872.11	.....	200.00	Bridgewater	4	99.50	.....	40.00
New England.	4	91.67	.....	40.00	Brookville	4	893.44	.....	150.00
New Rockford	3	1,100.00	196.00	70.00	Brownhelm Station	4	154.24	.....	60.00
New Salem	4	779.23	.....	100.00	Buenavista	4	296.32	.....	60.00
Northwood	3	1,200.00	174.00	.....	Burghill	4	308.98	.....	80.00
Oakes	3	1,100.00	174.00	300.00	Burton	3	1,100.00	118.00	150.00
Osnabrock	4	511.84	.....	40.00	Cadiz	3	1,100.00	358.00	700.00
Park River	3	1,500.00	182.00	200.00	Caldwell	3	1,400.00	113.00	250.00
Pembina	3	1,000.00	164.00	40.00	Calla	3	1,500.00	65.00	.....
Penn	4	246.72	.....	50.00	Camden	3	1,500.00	155.00	140.00
Petersburg	4	359.44	.....	60.00	Canal Fulton.	3	1,100.00	124.00	.....
Pingree	4	205.73	.....	40.00	Canal Winchester.	4	864.20	.....	60.00
Portal	4	312.46	.....	30.00	Canfield	4	960.39	.....	40.00
Reynolds	4	676.53	.....	50.00	Cardington.	3	1,400.00	147.00	.....
Rolla	4	1,000.00	.....	80.00	Carey	3	1,600.00	208.00	90.00
Rugby	3	1,100.00	196.00	150.00	Carpenter	4	170.87	.....	40.00
St. Thomas	3	1,100.00	198.00	400.00	Carroll	4	403.54	.....	40.00
Sanborn.	4	662.49	.....	300.00	Carrollton	3	1,400.00	160.00	130.00
Stanton	4	195.93	.....	70.00	Carthage	3	1,700.00	200.00	.....
Steele	4	561.73	.....	100.00	Cedarville	3	1,400.00	148.00	40.00
Towner.	4	1,000.00	.....	30.00	Celina	3	1,700.00	300.00	400.00
Tyner	4	107.57	.....	40.00	Center Belpre	4	165.61	.....	40.00
Valley City.	3	1,800.00	216.00	160.00	Centerburg	4	970.12	.....	200.00
Viking	4	148.66	.....	40.00	Chagrin Falls	3	1,600.00	270.00	.....
Washburn.	4	474.48	.....	100.00	Chardon	3	1,500.00	225.00	150.00
Wheatland	4	633.19	.....	40.00	Cherryfork	4	312.35	.....	76.00
Williston	4	944.64	.....	130.00	Cheshire	4	313.82	.....	60.00
Willow City.	4	897.69	.....	90.00	Chester	4	248.91	.....	40.00
Wilton	4	203.21	.....	90.00	Chesterhill	4	632.77	.....	40.00
Wyndmere	4	536.10	.....	110.00	Chicago	3	1,500.00	210.00	.....
OHIO.					Clarington	4	722.02	.....	120.00
Aberdeen	4	387.68	.....	40.00	Clyde	3	1,800.00	296.00	200.00
Ada	3	1,900.00	300.00	50.00	Coalton.	4	807.15	.....	40.00
					Coldwater	4	565.49	.....	60.00
					College Corner	4	91.21	.....	40.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
OHIO—continued.					OHIO—continued.				
Collins	4	\$196.61		\$40.00	Hiram	3	\$1,200.00	\$148.00	\$70.00
Collinwood	3	1,200.00	\$172.00		Huckleberry	4	153.93		110.00
Columbiana	3	1,400.00	175.00	350.00	Hudson	3	1,400.00	202.00	120.00
Columbus Grove	3	1,500.00	180.00	50.00	Hughes	4	127.89		40.00
Continental	4	1,000.00		40.00	Huron	3	1,200.00	146.00	
Convoys	4	738.20		190.00	Ira	4	809.48		50.00
Coolville	4	447.59		90.00	Irwin	4	227.88		60.00
Corning	3	1,200.00	146.00		Jamestown	3	1,300.00	75.00	40.00
Cortland	4	875.68		100.00	Jaybird	4	70.37		40.00
Costonia	4	117.34		90.00	Jefferson	3	1,600.00	254.00	900.00
Covington	3	1,500.00	196.00	90.00	Jeffersonville	4	925.30		280.00
Crestline	3	1,800.00	298.00	1,000.00	Junction City	4	187.49		100.00
Creston	4	975.61		50.00	Kensington	4	406.25		70.00
Croton	4	545.66		60.00	Kent	3	1,700.00	333.00	80.00
Cumberland	4	714.28		50.00	Kimball	4	170.52		40.00
Cuyahoga Falls	3	1,800.00	300.00		Kimbolton	4	353.88		60.00
Danbury	4	227.56		40.00	Kingston	4	815.40		200.00
Degraff	3	1,300.00	194.00	120.00	Kinsman	4	796.79		100.00
Delphos	3	1,800.00	435.00	180.00	Latimer	4	106.38		40.00
Delta	3	1,500.00	260.00		Latty	4	405.89		100.00
Dennison	3	1,500.00	330.00		Laura	4	306.82		50.00
Denson	4	131.98		90.00	Laurelville	4	394.60		120.00
Deshler	3	1,400.00	188.00	130.00	Leesburg	4	925.20		50.00
Dexter City	4	344.10		100.00	Leetonia	3	1,600.00	302.00	300.00
Dillonvale	4	768.80		30.00	Lelpac	3	1,800.00	260.00	150.00
Dresden	3	1,200.00	174.00		Leon	4	195.67		40.00
Dundas	4	182.94		60.00	Lewisburg	4	904.71		40.00
Dunkirk	4	964.12		60.00	Lisbon	3	1,900.00	300.00	290.00
East Palestine	3	1,600.00	231.00	590.00	Lodi	4	1,000.00		60.00
Eaton	3	1,700.00	400.00	70.00	Logan	3	1,700.00	410.00	500.00
Edon	3	810.25		40.00	London	3	1,900.00	410.00	520.00
Elmore	3	1,000.00	132.00		Long Bottom	4	253.92		50.00
Elmwood Place	3	1,100.00			Loudonville	3	1,500.00	198.00	
Ethel	4	488.45		90.00	Louisville	3	1,200.00	160.00	
Fairplay	4	150.13		40.00	Loveland	4	982.04		100.00
Farmdale	4	302.18		100.00	Lyndon	4	245.62		20.00
Fayette	3	1,100.00	125.00	50.00	McArthur	3	1,000.00	164.00	
Fayetteville	4	367.39		40.00	McComb	3	1,100.00	190.00	200.00
Forest	3	1,400.00	152.00	60.00	McConnelsville	3	1,500.00	220.00	300.00
Fort Recovery	3	1,000.00	130.00	60.00	Madison	3	1,400.00	225.00	200.00
Foster	4	265.87		100.00	Madrider	4	345.42		50.00
Frankfort	4	759.14		100.00	Malta	3	1,000.00	92.00	100.00
Franklin	3	1,500.00	204.00		Manchester	3	1,300.00	148.00	200.00
Fredericktown	3	1,100.00	130.00	100.00	Mantua Station	4	1,000.00		170.00
Funk	4	113.70		50.00	Marengo	4	473.87		40.00
Gallia	4	146.20		20.00	Maria Stein	4	309.50		100.00
Gambier	3	1,300.00	113.00		Martinsville	4	502.53		40.00
Garrettsville	3	1,500.00	252.00	120.00	Marysville	3	1,900.00	410.00	400.00
Geneva	3	1,800.00	275.00	400.00	Masterton	4	108.97		40.00
Georgetown	3	1,500.00	191.00	300.00	Means	4	376.56		100.00
Germantown	3	1,300.00	182.00		Mechanicsburg	3	1,500.00	220.00	50.00
Gibsonburg	3	1,400.00	280.00		Mentor	4	483.07		50.00
Girard	3	1,400.00	180.00	120.00	Miamisburg	3	1,700.00	255.00	90.00
Glenmoore	4	106.84		10.00	Middleport	3	1,500.00	266.00	
Glenville	3	1,400.00	174.00		Milford	4	999.16		160.00
Glouster	3	1,300.00	177.00	230.00	Milford Center	4	839.32		40.00
Granville	3	1,600.00	300.00	90.00	Miller	4	223.11		40.00
Greenwich	3	1,100.00	146.00	30.00	Millersburg	3	1,500.00	254.00	300.00
Guyville	4	358.98		40.00	Miller Station	4	130.57		50.00
Hagerman	4	324.39		60.00	Mineral	4	235.41		30.00
Hamden Junction	4	712.62		90.00	Mineral City	4	976.96		50.00
Hamersville	4	291.98		40.00	Mineralridge	4	612.84		40.00
Hannibal	4	450.09		60.00	Minerva	3	1,300.00	193.00	
Hanoverton	4	499.88		80.00	Mingo Junction	3	1,400.00	174.00	
Harpster	4	261.47		60.00	Minster	4	694.54		60.00
Harrison	3	1,200.00	136.00	250.00	Monroeville	3	1,200.00	146.00	50.00
Hartgrove	4	248.51		40.00	Montpelier	3	1,400.00	194.00	
Habana	4	292.50		40.00	Morrow	4	931.04		100.00
Hendrysburg	4	263.70		50.00	Moscow	4	521.11		20.00
Henley	4	99.43		40.00	Mount Ephraim	4	243.23		60.00
Heno	4	459.95		100.00	Mount Gilead	3	1,700.00	198.00	200.00
Heslop	4	100.83		70.00	Mount Orab	4	577.30		80.00
Hicksville	3	1,700.00	236.00	130.00	Mount Sterling	3	1,400.00	211.00	
Highland	4	414.03		60.00	Murray	4	590.62		100.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
OHIO—continued.					OHIO—continued.				
Napoleon	3	\$1,800.00	\$296.00	\$80.00	Rudolph	4	\$462.15		\$30.00
Nashport	4	204.33		40.00	Russellville	4	353.65		50.00
National Military Home	3	1,500.00		100.00	Sabina	3	1,200.00	\$170.00	
Navarre	4	815.95		40.00	St. Clairsville	3	1,500.00	150.00	60.00
Nelsonville	3	1,600.00	229.00	300.00	St. James	4	146.10		40.00
New Bremen	3	1,100.00	138.00	50.00	St. Marys	3	1,900.00	402.00	150.00
New Carlisle	3	1,400.00	155.00	240.00	St. Paris	3	1,200.00	165.00	200.00
New Comerstown	3	1,500.00	250.00	280.00	Salesville	4	829.78		60.00
New Concord	3	1,000.00	90.00	60.00	Salineville	3	1,200.00	140.00	220.00
New Holland	4	820.24		90.00	Sardinia	4	525.54		180.00
New Lexington	3	1,500.00	242.00	40.00	Sayre	4	134.37		40.00
New London	3	1,700.00	182.00	200.00	Scio	3	1,600.00	192.00	120.00
New Matamoras	4	157.43		150.00	Scioto	4	188.81		40.00
New Paris	4	745.40		40.00	Seaman	4	308.94		100.00
New Richmond	3	1,200.00	145.00	200.00	Shackelton	4	59.28		20.00
New Straitsville	4	958.39		50.00	Shalersville	4	158.92		40.00
New Vienna	4	1,000.00		50.00	Sharon	4	215.63		50.00
New Waterford	4	520.04		30.00	Shawnee	3	1,200.00	168.00	40.00
New Weston	4	282.82		40.00	Sherwood	4	625.20		40.00
North Amherst	3	1,100.00	174.00		Shreve	3	1,100.00	134.00	
North Baltimore	3	1,600.00	360.00	200.00	Simons	4	205.69		60.00
North Bloomfield	4	382.21		50.00	Somerset	3	1,300.00	124.00	40.00
North Kenova	4	84.54		60.00	South Blooming-	4	178.16		230.00
North Kingsville	4	309.35		100.00	ville	4	178.16		230.00
North Lewisburg	4	808.09		100.00	South Charleston	3	1,400.00	200.00	
Oakharbor	3	1,400.00	196.00		Spencerville	3	1,400.00	189.00	110.00
Oakhill	4	718.10		40.00	Spratt	4	147.54		15.00
Ohio City	4	733.44		100.00	Springvalley	4	593.87		40.00
Orient	4	205.15		80.00	Stafford	4	242.75		60.00
Orrville	3	1,700.00	256.00	190.00	Sterling	4	570.93		30.00
Osborn	3	1,200.00	164.00	100.00	Stockport	4	529.56		200.00
Ottawa	3	1,600.00	204.00	300.00	Stout	4	383.57		60.00
Outville	4	202.11		40.00	Struthers	4	736.88		50.00
Oxford	3	1,800.00	318.00	200.00	Stryker	4	982.59		60.00
Pataaskala	4	945.31		60.00	Sunside	4	59.78		40.00
Paulding	3	1,700.00	360.00		Swancreek	4	99.93		40.00
Payne	3	1,200.00	260.00		Swanton	3	1,100.00	170.00	100.00
Pedro	4	111.50		60.00	Sybene	4	79.76		100.00
Peebles	4	988.89		160.00	Sycamore	4	900.00		40.00
Pemberville	4	865.17		40.00	Sylvania	4	657.66		100.00
Peninsula	4	470.53		100.00	Tadmor	4	265.81		240.00
Perrysburg	3	1,100.00	140.00	30.00	Tewarce Park ¹	4	510.61		40.00
Phalanx Station	4	134.32		40.00	Thurman	4	291.88		40.00
Piedmont	4	357.66		80.00	Tippecanoe	4	405.83		30.00
Pierpont	4	298.88		80.00	Tippecanoe City	3	1,600.00	325.00	240.00
Pike-ton	4	422.38		200.00	Torch	4	155.97		60.00
Plain City	3	1,400.00	167.00		Toronto	3	1,700.00	223.00	300.00
Pleasanton	4	72.06		20.00	Trimble	4	464.69		150.00
Plimpton	4	339.29		100.00	Uhrichsville	3	1,800.00	350.00	190.00
Plymouth	3	1,600.00	220.00	40.00	Unkonport	4	255.13		100.00
Pomeroy	3	1,800.00	270.00	500.00	Upper Sandusky	3	1,800.00	283.00	200.00
Port Clinton	3	1,600.00	252.00	160.00	Utica	4	950.05		200.00
Postboy	4	57.08		20.00	Vanceburg	4	190.24		90.00
Powhatan Point	4	442.74		60.00	Vermilion	3	1,200.00	164.00	170.00
Prairie Depot	3	1,000.00	174.00		Versailles	3	1,100.00	127.00	100.00
Proctorville	4	514.74		210.00	Vigo	4	253.06		70.00
Prospect	3	1,400.00	240.00		Vinton	4	446.95		80.00
Put in Bay ¹	4	1,000.00			Wade	4	168.88		40.00
Quaker City	4	930.32		100.00	Wadsworth	3	1,500.00	195.00	
Radcliff	4	179.36		60.00	Wakefield	4	179.30		40.00
Ray	4	334.75		40.00	Wakeman	4	880.22		40.00
Relief	4	59.66		40.00	Wamsley	4	196.27		40.00
Rempel	4	71.73		40.00	Wapakoneta	3	1,800.00	459.00	600.00
Richwood	3	1,400.00	112.00	50.00	Warner	4	187.97		40.00
Rio Grande	4	311.38		45.00	Wauseon	3	1,700.00	380.00	170.00
Ripley	3	1,600.00	277.00	600.00	Waverly	3	1,500.00	215.00	200.00
Rockford	3	1,200.00	154.00		Wellington	3	1,900.00	325.00	100.00
Rockwood	4	149.38		45.00	Westboro	4	339.53		70.00
Rome	4	214.90		30.00	Westerville	3	1,400.00	221.00	100.00
Roseville	3	1,400.00	162.00		West Liberty	3	1,600.00	296.00	200.00
Roxabell	4	236.73		60.00	West Mansfield	4	923.90		40.00
Roxanna	4	99.24		40.00	Weston	3	1,400.00	182.00	
					West Salem	4	815.67		120.00
					West Union	4	1,000.00		400.00

¹ \$100 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
OHIO—continued.					OKLAHOMA—cont'd.				
West Unity	3	\$1,400.00	\$136.00		Mulhall	3	\$1,000.00		\$300.00
Wheelerburg	4	438.31		\$50.00	Mutual	4	183.25		200.00
Whipple	4	196.73		40.00	Nardin	4	721.07		20.00
Williamsburg	4	943.76		90.00	Nashville	4	106.61		40.00
Willoughby	3	1,600.00	234.00	60.00	Newkirk	3	1,700.00	\$223.00	190.00
Wilmington	3	1,900.00	420.00	350.00	Noble	4	384.62		100.00
Winchester	4	747.78		150.00	Norman	3	1,800.00	201.00	50.00
Wingett Run	4	111.28		60.00	North End	4	769.39		100.00
Winton Place	3	1,300.00	97.00		Odessa	4	89.13		200.00
Wood	4	98.18		40.00	Okarche	4	1,000.00		30.00
Woodford	4	129.83		40.00	Okeene	4	652.61		100.00
Woodsville	3	1,600.00	304.00	390.00	Orlando	4	726.99		200.00
Wyoming	3	1,500.00	174.00		Parnell	4	90.83		110.00
Yellowsprings	3	1,200.00	118.00		Partridge	4	97.61		120.00
Zaleski	4	489.12		50.00	Pawhuska	3	1,000.00	174.00	60.00
OKLAHOMA.					Pawnee	3	1,600.00	224.00	300.00
Almeda	4	33.70		10.00	Perkins	4	850.73		150.00
Altus	4	608.41		60.00	Ponca	3	1,800.00	45.00	500.00
Alva	3	1,900.00	81.00	600.00	Pondcreek	3	1,600.00	246.00	400.00
Arapaho	4	1,000.00		300.00	Redrock	4	230.07		200.00
Avoca	4	244.39		40.00	Remus	4	202.40		40.00
Beaver	4	368.38		40.00	Richburg	4	77.01		40.00
Blackwell	3	1,800.00	245.00	150.00	Rocky	4	259.12		80.00
Bloomer	4	77.61		40.00	Romulus	4	90.09		80.00
Britton	4	227.05		30.00	Sac and Fox	4	448.57		40.00
Bryan	4	88.28		50.00	Agency	4	104.41		70.00
Butler	4	201.69		100.00	Sevenoaks	4	282.42		40.00
Byron	4	374.74		40.00	Seward	4	282.42		40.00
Cantonment	4	173.10		20.00	Stillwater	3	1,800.00	51.00	510.00
Cashion	4	742.75		80.00	Stroud	3	1,200.00	76.00	100.00
Chandler	3	1,600.00	199.00	300.00	Taloga	4	614.63		40.00
Cherokee	4	258.46		40.00	Tecumseh	3	1,200.00	178.00	240.00
Chester	4	208.12		40.00	Tonkawa	3	1,100.00	190.00	
Cheyenne	4	674.77		160.00	Watonga	4	1,000.00		240.00
Cleo	4	667.34		210.00	Waukomis	3	1,200.00	104.00	300.00
Cleveland	4	552.23		40.00	Weatherford	3	1,600.00	277.00	550.00
Cline	4	109.03		30.00	Wellston	4	758.03		50.00
Cloudchief	4	825.41		150.00	Wildwood	4	142.30		40.00
Clyde	4	172.34		40.00	Wood	4	491.61		100.00
Cordell	4	976.79		200.00	Woodward	3	1,600.00	223.00	300.00
Craig	4	101.03		50.00	Yates	4	113.37		40.00
Curtis	4	539.60		60.00	Yukon	3	1,100.00	175.00	40.00
Dover	4	562.80		80.00	OREGON.				
Duke	4	213.23		90.00	Amity	4	515.43		40.00
Dyke	4	193.80		60.00	Antelope	4	637.42		100.00
Earlsboro	4	525.42		120.00	Arlington	3	1,300.00	168.00	500.00
Edmond	3	1,400.00	128.00	160.00	Ashland	3	1,700.00	254.00	390.00
Eldorado	4	220.98		120.00	Aurora	4	632.79		150.00
Fay	4	184.60		40.00	Bonanza	4	251.50		170.00
Flynn	4	104.89		40.00	Bonneville	4	160.96		40.00
Garber	4	785.13		60.00	Bridal Vell	4	405.04		90.00
Gate	4	89.14		50.00	Bridge	4	83.08		100.00
Geary	4	1,000.00		70.00	Burns	3	1,100.00	164.00	100.00
Glenella	4	111.15		100.00	Canyon City	4	865.87		100.00
Hardesty	4	253.40		100.00	Cascade Locks	4	399.35		140.00
Hennessey	3	1,700.00	198.00	400.00	Chemawa	4	313.87		50.00
Holt	4	145.32		100.00	Clatskanie	4	495.09		60.00
Hurley	4	185.57		40.00	Condon	4	739.70		40.00
Ingalls	4	293.28		80.00	Coquille	4	967.90		140.00
Jefferson	4	670.29		80.00	Cornelius	4	283.94		40.00
Kildare	4	608.22		80.00	Corvallis	3	1,700.00	331.00	150.00
Lacey	4	193.85		100.00	Cottagegrove	3	1,200.00	150.00	130.00
Lahoma	4	413.27		100.00	Dallas	3	1,400.00	196.00	110.00
Lamont	4	700.10		20.00	Dolph	4	135.32		200.00
Lexington	4	1,000.00		80.00	Drain	4	655.20		150.00
Luther	4	600.45		60.00	Drewsey	4	308.65		100.00
McLoud	4	745.60		60.00	Eaglepoint	4	243.30		60.00
Mangum	3	1,400.00	38.00	600.00	Elgin	4	962.34		150.00
Medford	3	1,500.00	242.00	70.00	Forestgrove	3	1,300.00	206.00	200.00
Mineral	4	99.10		40.00	Fossil	4	635.41		160.00
Moore	4	423.33		100.00	Gardiner	4	503.23		90.00
Mountain View	4	1,000.00		300.00	Gervais	4	578.00		80.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of postmaster July 1, 1901.	Allowances.		Office.	Class.	Salary of postmaster July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
OREGON—cont'd.					PENNSYLVANIA—continued.				
Glendale	4	\$431.39		\$40.00	Arendtsville	4	\$348.35		\$40.00
Goldhill	4	806.33		140.00	Ariel	4	362.54		50.00
Grant	4	377.06		200.00	Ashland	3	1,800.00	\$383.00	110.00
Grants Pass	3	1,700.00	\$204.00	400.00	Ashley	3	1,100.00	174.00	
Hebo	4	122.58		60.00	Ashville	4	319.13		30.00
Heppner	3	1,500.00	220.00	300.00	Aspers	4	20.02		40.00
Hilgard	4	336.60		40.00	Athens	3	1,800.00	413.00	120.00
Hillsboro	3	1,100.00	166.00	150.00	Austin	3	1,500.00	304.00	
Hood River	3	1,500.00	240.00	100.00	Avoca	4	847.90		70.00
Houlton	4	334.06		180.00	Avondale	3	1,100.00	85.00	300.00
Huntington	3	1,100.00	109.00	100.00	Avonia	4	203.81		60.00
Independence	3	1,200.00	166.00	50.00	Bangor	3	1,900.00	300.00	40.00
Jacksonville	4	1,000.00		100.00	Barnesboro	3	1,300.00	300.00	
Joseph	4	621.91		40.00	Barneston	4	94.02		40.00
Junction City	4	899.05		100.00	Barreforge	4	137.09		50.00
Keno	4	142.87		50.00	Bartos	4	200.35		100.00
Kingston	4	188.32		60.00	Beallsville	4	432.08		60.00
Klamath Falls	4	885.67		200.00	Beaver	3	1,700.00	460.00	
Lafayette	4	368.00		60.00	Beaver Springs	3	1,300.00	135.00	40.00
Lagrande	3	1,900.00	304.00	700.00	Bedford	3	1,800.00	290.00	320.00
Lakeview	3	1,200.00	198.00	200.00	Belle Vernon	3	1,500.00	250.00	110.00
Lebanon	3	1,000.00	164.00	300.00	Belleville	4	742.45		60.00
Lookingglass	4	129.05		100.00	Bellwood	3	1,300.00	196.00	300.00
Lorella	4	154.97		40.00	Bennett	3	1,400.00	178.00	
Lostine	4	382.65		80.00	Berks	4	130.07		90.00
McCoy	4	242.05		50.00	Berlin	4	1,000.00		80.00
McMinnville	3	1,600.00	336.00	140.00	Berrysburg	4	342.96		40.00
Mapleton	4	209.34		70.00	Berwyn	3	1,400.00	180.00	500.00
Marshfield	3	1,500.00	230.00	260.00	Biglerville	4	288.13		120.00
Mayger	4	221.48		60.00	Bingen	4	144.69		40.00
Medford	3	1,600.00	252.00	80.00	Bird in Hand	4	300.19		60.00
Monmouth	4	874.94		40.00	Birdsboro	3	1,500.00	161.00	40.00
Myrtlepoint	4	934.59		600.00	Blairs Mills	4	260.45		80.00
Newberg	3	1,200.00	174.00		Blairsville	3	1,800.00	254.00	
Newport	4	584.58			Blossburg	3	1,400.00	290.00	250.00
North Yamhill	4	592.73		100.00	Blueridge Summit	4	683.38		40.00
Nortons	4	107.22		40.00	Boiling Springs	4	398.43		40.00
Oakland	4	783.88		180.00	Boyetown	3	1,400.00	176.00	80.00
Ontario	4	931.24		300.00	Branch	4	529.91		240.00
Oregon City	3	1,800.00	356.00	580.00	Branchton	4	185.48		60.00
Plush	4	130.42		40.00	Bridgeport	3	1,100.00	126.00	40.00
Port Orford	4	307.54		40.00	Brisbin	4	484.57		50.00
Prineville	3	1,100.00	160.00	200.00	Broadford	4	692.87		30.00
Rainier	4	510.64		70.00	Brockwayville	3	1,300.00	135.00	150.00
Riddles	4	396.46		70.00	Brookville	3	1,900.00	336.00	700.00
Roseburg	3	1,800.00	358.00	500.00	Brownsville	3	1,600.00	275.00	100.00
Sandy	4	140.07		40.00	Buckingham	4	365.02		100.00
Seaside	4	588.98		80.00	Bucksville	4	100.26		40.00
Shaniko	4	556.03		100.00	Burlington	4	325.43		40.00
Shedds	4	419.92		50.00	California	3	1,400.00	172.00	
Sheridan	4	641.86		60.00	Cambridge Springs	3	1,700.00	288.00	260.00
Silverton	3	1,000.00	174.00	40.00	Canoeridge	4	82.12		40.00
Springfield	4	474.63		250.00	Canonsburg	3	1,800.00	225.00	
Stayton	4	474.62		60.00	Canton	3	1,700.00	340.00	200.00
Sumpter	3	1,700.00	300.00	600.00	Carbonblack	4	248.99		60.00
Tillamook	3	1,100.00	204.00	220.00	Carmichaels	4	469.81		40.00
Turner	4	535.24		300.00	Cashtown	4	235.59		40.00
Union	3	1,400.00	198.00	300.00	Casselman	4	179.53		40.00
Waldport	4	197.90		50.00	Catsauqua	3	1,900.00	310.00	70.00
Waterloo	4	112.86		40.00	Catawissa	3	1,300.00	155.00	230.00
Woodburn	3	1,000.00	174.00	250.00	Cedarknoll	4	96.24		10.00
PENNSYLVANIA.					Cedarlane	4	118.09		100.00
Albion	4	810.63		40.00	Centerbridge	4	20.00		40.00
Alderson	4	270.36		30.00	Centerhall	4	934.45		80.00
Allenwood	4	239.56		60.00	Centerville	4	477.76		250.00
Anita	4	184.66		50.00	Chapman Quarries	4	243.47		30.00
Annsville	3	1,400.00	190.00	40.00	Chestnut Level	4	155.56		50.00
Ansonia	4	166.32		40.00	Chisora	3	1,300.00	129.00	300.00
Apollo	3	1,700.00	260.00	150.00	Christiana	4	11.96		100.00
A. Chabald	4	638.17		40.00	Claridge	4	506.61		70.00
					Clarington	4	328.53		40.00

¹\$60 temporary clerk hire, July 1 to Sept. 30, 1901.²\$150 temporary clerk hire, July 1 to Sept. 30, 1901.³\$75 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
PENNSYLVANIA— continued.					PENNSYLVANIA— continued.				
Clarion	3	\$1,800.00	\$360.00	\$900.00	Ethel Landing	4	\$239.51		\$60.00
Clarks Summit	4	506.63		40.00	Etna	3	1,400.00	\$101.00	
Claysville	3	1,200.00	130.00	180.00	Etters	4	330.69		30.00
Clearfield Bridge	4	75.11		40.00	Evans City	3	1,200.00	150.00	
Clifton Heights	3	1,500.00	224.00		Everett	3	1,600.00	229.00	300.00
Coburn	4	299.88		100.00	Fairohance	4	771.10		190.00
Cochran	4	1,000.00		100.00	Fayette City	3	1,200.00	224.00	220.00
Cochranville	4	630.96		150.00	Fayetteville	4	496.30		80.00
Coles Creek	4	70.81		40.00	Fenelton	4	127.34		40.00
Collegeville	4	915.71		150.00	Ford City	3	1,500.00	350.00	
Columbia Crown- roads	4	297.06		300.00	Forest City	3	1,400.00	246.00	
Confluence	4	905.80		300.00	Forest House	4	492.63		80.00
Conneautville	3	1,300.00	198.00	50.00	Forkston	4	214.98		40.00
Coraopolis	3	1,800.00	425.00		Forksville	4	332.23		100.00
Cornwall	4	526.95		100.00	Fort Washington	3	1,700.00	40.00	
Coudersport	3	1,900.00	331.00	320.00	Foxburg	4	948.39		200.00
Crafton	4	1,000.00		50.00	Frazer	4	288.94		160.00
Cranesville	4	212.26		40.00	Fredonia	4	640.05		40.00
Cresco	4	346.71		80.00	Freeburg	4	444.73		40.00
Crusson	4	1,000.00		150.00	Freedom	3	1,400.00	250.00	80.00
Crystalspring	4	74.06		40.00	Freeland	3	1,600.00	240.00	
Curwensville	3	1,600.00	292.00	600.00	Freeport	3	1,400.00	145.00	
Dallas	4	657.86		140.00	Friendsville	4	62.73		40.00
Dalmatia	4	358.88		80.00	Gaines	4	637.70		100.00
Dalton	4	569.35		50.00	Galeton	3	1,600.00	223.00	520.00
Damascus	4	412.46		60.00	Gallitzin	3	1,300.00	166.00	20.00
Danboro	4	144.44		80.00	Gap	4	749.53		150.00
Darby	3	1,500.00	154.00		Garmans Mills	4	132.33		50.00
Davis	4	91.35		170.00	Garrett	4	532.96		160.00
Dawson	3	1,100.00	174.00	100.00	Genesee	4	459.04		60.00
Dayton	3	597.33		140.00	Georgeville	4	120.06		70.00
Deckers Point	4	175.54		160.00	Gibsonia	4	181.35		120.00
Delaware Water- gap ¹	4	908.37			Girard	3	1,200.00	146.00	40.00
Delta	4	991.75		40.00	Girardville	3	1,200.00	196.00	
Denver	4	623.50		150.00	Glen Campbell	4	918.68		270.00
Derry Station	3	1,300.00	196.00	50.00	Glenrock	3	1,200.00	116.00	
Dillsburg	4	974.83		120.00	Goff	4	528.52		120.00
Dingmans Ferry	4	461.00		40.00	Goodspring	4	178.59		150.00
Dornisife	4	142.16		110.00	Gordonville	4	298.98		80.00
Dowlingtown	3	1,500.00	175.00	500.00	Gouldsboro	4	540.58		50.00
Driftwood	4	706.50		150.00	Grand Valley	4	560.17		40.00
Dryrun	4	360.17		20.00	Granitehill	4	57.51		40.00
Dunbar	3	1,500.00	145.00		Grant	4	537.61		120.00
Duncannon	3	1,400.00	98.00	250.00	Greencastle	3	1,400.00	250.00	200.00
Dunmore	3	1,600.00	230.00		Greensboro	4	442.73		40.00
Duquesne	3	1,800.00	325.00		Grove City	3	1,800.00	217.00	50.00
Dushore	3	1,100.00	195.00	50.00	Guys Mills	4	307.44		40.00
Dyerstown	4	64.26		60.00	Hadley	4	310.77		50.00
East Berlin	4	563.64		60.00	Hallfax	4	640.88		200.00
East Brady	3	1,500.00	109.00	100.00	Hallstead	4	1,000.00		20.00
East Downingtown	3	1,500.00	187.00		Hamburg	3	1,400.00	196.00	110.00
East Smithfield	4	451.84		80.00	Hanover Junction	4	70.36		40.00
East Springfield	4	406.87		40.00	Harmony	4	938.61		80.00
East Stroudsburg	3	1,600.00	250.00	300.00	Harold	4	129.47		100.00
Ebensburg	3	1,600.00	400.00	60.00	Harrisonville	4	115.50		60.00
Eddystone	3	1,700.00	200.00		Harveyville	4	158.84		60.00
Edinboro	3	1,500.00	235.00	700.00	Hastings	3	1,300.00	196.00	60.00
Edri	4	117.23		50.00	Hawley	3	1,300.00	186.00	170.00
Edwardsdale	3	1,000.00	195.00	100.00	Hawthorn	4	362.43		40.00
Eldred	3	1,300.00	153.00	120.00	Heathville	4	109.28		300.00
Elizabethtown	3	1,400.00	113.00		Herndon	4	490.08		120.00
Elizabethville	4	515.87		150.00	Herrick Center	4	243.10		50.00
Elkland	3	1,100.00	196.00		Hilliards	4	284.10		40.00
Elklick	4	916.04		160.00	Hillsdale	4	236.71		80.00
Elulalia	4	166.29		50.00	Hillsville	4	609.69		20.00
Elwell	4	17.92		40.00	Holidaysburg	3	1,600.00	306.00	60.00
Embleton	3	1,600.00	250.00	250.00	Holmes	4	135.16		110.00
Emporium	3	1,600.00	290.00	160.00	Hopbottom	4	615.91		150.00
Enon Valley	3	588.53		80.00	Hopewell	3	580.50		150.00
Ephrata	3	1,500.00	214.00	200.00	Houtzdale	3	1,500.00	234.00	40.00
Epsville Station	4	114.48		40.00	Howard	4	946.13		70.00
					Hudson	4	364.71		40.00
					Hughesville	3	1,500.00	238.00	110.00

¹\$125 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separa- ting service.				Rent, fuel, and light.	Clerk hire for separa- ting service.
PENNSYLVANIA— continued.					PENNSYLVANIA— continued.				
Hummelstown	3	\$1,300.00	\$115.00	\$50.00	Mercer	3	\$1,700.00	\$240.00	\$400.00
Hydetsown	4	401.49		50.00	Mercersburg	3	1,500.00	168.00	100.00
Hyndman	4	1,000.00		140.00	Meyersdale	3	1,700.00	360.00	300.00
Imperial	4	541.25		120.00	Middleburg	4	722.13		120.00
Irvine	4	390.63		600.00	Middletown	3	1,900.00	335.00	
Irwin	3	1,800.00	460.00	190.00	Mifflintown	3	1,400.00	180.00	150.00
Jackson Center	4	369.62		40.00	Mifflintown.	3	1,300.00	188.00	150.00
Jeannette	3	1,900.00	360.00		Milesburg	4	473.82		40.00
Jenkintown	3	1,800.00	460.00		Millford	3	1,200.00	78.00	200.00
Jermyn	3	1,200.00	128.00		Millcreek	4	354.56		100.00
Jersey Shore	3	1,500.00	214.00		Millersburg.	3	1,500.00	172.00	210.00
Johnsonburg	3	1,800.00	420.00	350.00	Millerstown	4	598.48		150.00
Jonestown	4	569.52		120.00	Millersville	3	1,100.00	87.00	120.00
Karthauss	4	373.62		70.00	Millhall	4	801.68		200.00
Keepville	4	149.99		40.00	Millheim	4	593.84		120.00
Keisters	4	122.72		180.00	Millville	4	704.98		60.00
Kelly Station	4	185.79		70.00	Milroy	4	679.90		40.00
Kelton	4	305.93		120.00	Minersville	3	1,500.00	254.00	500.00
Kennard	4	188.73		40.00	Mohrsville	4	216.99		40.00
Kennett Square	3	1,700.00	306.00	500.00	Monaca	3	1,300.00	216.00	40.00
Kenwood	4	80.26		90.00	Monessen	3	1,600.00	250.00	
Kingston	3	1,700.00	254.00		Monongahela	3	1,900.00	347.00	80.00
Knox	4	1,000.00		140.00	Monroeton	4	484.89		100.00
Knoxville	3	1,300.00	160.00	300.00	Montgomery	3	1,300.00	166.00	70.00
Kremis	4	149.58		20.00	Montoursville	3	1,300.00	120.00	30.00
Kutztown	4	1,500.00	248.00	200.00	Montrose	3	1,700.00	283.00	450.00
Laceyville	4	776.12		60.00	Morrell	4	194.29		20.00
Lackawaxen	4	562.10		250.00	Morris	4	378.04		70.00
Lansdale	3	1,700.00	236.00	350.00	Morrisdale Mines.	4	623.04		40.00
Lansford	3	1,500.00	220.00		Moscow	4	562.15		180.00
Larrys Creek	4	98.01		30.00	Mosgrove	4	244.01		100.00
Laurel	4	98.95		100.00	Moshannon	4	266.95		190.00
Leontes Mills	4	157.77		40.00	Mount Jewett	3	1,400.00	219.00	200.00
Leechburg	3	1,600.00	348.00	150.00	Mount Joy	3	1,500.00	145.00	
Leeper	4	296.88		100.00	Mount Morris	4	450.82		40.00
Lehighton	3	1,700.00	345.00	190.00	Mount Pleasant				
Lehighville	4	258.87		40.00	Mills	4	180.25		50.00
Lenhartsville	4	135.94		120.00	Mount Pocono	4	818.22		40.00
Leraysville	4	603.07		180.00	Mount Union.	4	1,000.00		250.00
Ligonier	3	1,300.00	125.00	290.00	Muddy Creek				
Lindsey	4	791.68		100.00	Forks	4	296.72		80.00
Linesville	4	1,000.00		100.00	Mud Lake	4	60.81		40.00
Linglestown	4	238.72		80.00	Muncy	3	1,700.00	280.00	100.00
Linwood Station	4	442.24		60.00	Munson Station	4	531.00		140.00
Lititz	3	1,800.00	120.00	150.00	Munhall	3	1,400.00	300.00	
Littlestown	3	1,400.00	210.00		Myerstown	3	1,300.00	196.00	190.00
Locustgrove.	4	52.16		40.00	Nanticoke	3	1,600.00	331.00	110.00
Loganton	4	449.27		90.00	Natrona	3	1,200.00	147.00	60.00
Loveton	4	120.04		30.00	Nazareth	3	1,500.00	279.00	30.00
Lundys Lane	4	320.37		40.00	New Albany	4	702.09		120.00
Luzerne	3	1,400.00	202.00	100.00	Newberry	3	1,100.00	161.00	
Lykens	3	1,300.00	166.00		New Bethlehem	3	1,400.00	274.00	200.00
McClarran	4	53.84		50.00	New Bloomfield	3	1,200.00	108.00	
McClellandtown	4	507.13		100.00	New Enterprise	4	274.12		40.00
McClure	4	268.56		60.00	Newfield	4	201.59		60.00
McConnellsburg	4	898.10		200.00	New Florence	4	753.67		40.00
McDonald	3	1,600.00	252.00		New Freedom	4	547.17		50.00
McKee Gap	4	121.78		100.00	New Germantown.	4	333.44		25.00
McKees Rocks	3	1,800.00	178.00		Newhaven	3	1,100.00	166.00	
Macungie	4	702.17		60.00	New Holland	4	813.26		40.00
Mahaffey	4	873.80		160.00	Newhope	4	913.51		80.00
Malvern	3	1,800.00	300.00	500.00	New Kensington	3	1,800.00	240.00	
Mammoth	4	450.21		80.00	New Mayville	4	281.01		140.00
Manheim	3	1,200.00	175.00	120.00	New Milford	4	851.38		40.00
Manns Choice.	4	373.55		150.00	New Oxford	4	770.59		100.00
Manor Station.	4	928.89		240.00	Newport	3	1,500.00	155.00	240.00
Mansfield	3	1,700.00	294.00	160.00	New Sinsheim	4	58.30		10.00
Marlensville	3	1,300.00	189.00		Newtown	3	1,400.00	200.00	
Marletta	3	1,700.00	250.00	130.00	Newville	3	1,400.00	123.00	300.00
Marion	4	333.05		40.00	New Wilmington	3	1,200.00	150.00	
Marion Center.	4	489.42		230.00	Nicholson	4	887.20		150.00
Mars	4	944.10		40.00	Northampton	3	1,100.00	146.00	
Martins Creek	4	201.21		40.00	North Clarendon	3	1,300.00	161.00	40.00
McHoppany	4	280.43		100.00	Northeast	3	1,800.00	290.00	200.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
PENNYSYLVANIA—continued.					PENNYSYLVANIA—continued.				
North Hope	4	\$419.31		\$40.00	Roaring Spring	3	\$1,100.00	\$164.00	\$100.00
North Mehoopany	4	351.48		60.00	Rockwood	4	954.65		120.00
Northpoint	4	134.11		60.00	Rohrsburg	4	308.59		40.00
North Springfield	4	215.29		50.00	Rosemont	3	1,300.00	200.00	
Northumberland	3	1,500.00	\$240.00		Rouseville	4	547.01		30.00
North Wales	3	1,500.00	110.00	40.00	Ruffsdales	4	604.14		50.00
North Water Gap	4	389.95		40.00	Rummertfield	4	245.89		100.00
Nottingham	4	321.12		130.00	Saegertown	4	785.61		100.00
Ogontz	3	1,400.00	195.00	40.00	St. Clair	3	1,100.00	154.00	
Olyphant	3	1,500.00	232.00	130.00	St. Marys	3	1,900.00	278.00	300.00
Option	4	57.91		20.00	Salisbury	3	1,300.00	132.00	
Orwigsburg	3	1,400.00	145.00		Saluvia	4	73.29		50.00
Osceola Mills	3	1,400.00	240.00	240.00	Sandpatch	4	272.60		90.00
Osgood	4	73.11		50.00	Sandylake	3	1,100.00	150.00	100.00
Oswayo	4	728.79		80.00	Sarversville	4	222.23		180.00
Ottawa	4	88.71		40.00	Saxonburg	4	406.71		30.00
Overbrook	3	1,600.00	200.00		Schellburg	4	336.06		60.00
Oxford	3	1,700.00	236.00	450.00	Schuylkill Haven	3	1,400.00	238.00	
Palmyra	3	1,400.00	105.00	90.00	Scrubgrass	4	229.22		120.00
Parkers Landing	3	1,400.00	128.00		Selinsgrove	3	1,500.00	205.00	420.00
Parkersburg	3	1,400.00	149.00	100.00	Sellersville	3	1,200.00	140.00	200.00
Parnassus	4	955.66		30.00	Seward	4	472.35		100.00
Patterson	4	859.07		100.00	Sharpsburg	3	1,700.00	256.00	130.00
Patton	3	1,600.00	270.00	100.00	Sharpsville	3	1,400.00	154.00	100.00
Paulton	4	206.36		170.00	Sheffield	3	1,400.00	216.00	140.00
Paxinos	4	209.77		60.00	Sheridan	4	280.03		80.00
Peekville	3	1,100.00	166.00		Shickshinny	4	1,000.00		200.00
Peely	4	258.28		40.00	Shippensburg	3	1,900.00	410.00	600.00
Pen Argyl	3	1,300.00	174.00		Shippensburg	4	483.63		100.00
Penryn	4	354.86		110.00	Shippingport	4	142.26		100.00
Pennsburg	4	970.44		150.00	Shunk	4	238.80		60.00
Penns Creek	4	204.83		40.00	Siegfried	4	951.96		100.00
Perkasie	4	1,100.00	150.00	40.00	Skinner's Eddy	4	337.04		100.00
Perryopolis	4	407.57		50.00	Slatelick	4	176.43		50.00
Petersburg	4	86.14		180.00	Slattington	3	1,800.00	238.00	200.00
Peterscreek	4	129.59		40.00	Slipperyrock	3	1,200.00	91.00	210.00
Petrolia	4	621.96		76.00	Smethport	3	1,600.00	230.00	50.00
Pinebank	4	79.41		50.00	Smithfield	4	538.15		150.00
Pineblats	4	139.50		40.00	Smiths Ferry	4	358.90		60.00
Plymairn	3	1,100.00	164.00		Smokerun	4	475.06		15.00
Plymouth	3	1,900.00	430.00		Snowshoe	4	608.84		100.00
Point Marion	4	127.70		60.00	Somerset	3	1,900.00		60.00
Point Pleasant	4	370.51		40.00	Souderton	3	1,100.00	150.00	150.00
Pollock	4	297.19		80.00	Southampton	4	425.15		140.00
Pomeroy	4	499.18		200.00	Southfork	4	1,000.00		100.00
Portage	4	588.32		20.00	Spangler	4	569.13		20.00
Port Allegany	3	1,600.00	200.00	120.00	Springboro	4	847.34		50.00
Portersville	4	369.56		50.00	Springchurch	4	129.98		140.00
Portland	4	697.15		150.00	Spring City	3	1,500.00	208.00	
Portland Mills	4	585.97		40.00	Springcreek	4	460.43		80.00
Port Matilda	4	319.82		60.00	Spring Mills	4	484.27		40.00
Port Royal	4	700.14		300.00	Sprucecreek	4	546.00		50.00
Potterbrook	4	252.63		70.00	Starkville	4	45.18		40.00
Progress	4	105.74		60.00	State College	3	1,600.00	225.00	150.00
Quakertown	3	1,200.00	140.00	200.00	Stewarts Station	4	254.65		280.00
Quarryville	4	756.94		80.00	Stewartstown	4	849.26		80.00
Radnor	4	845.25		60.00	Stoneboro	4	688.79		40.00
Ramey	4	497.46		40.00	Stroudsburg	3	1,900.00	285.00	350.00
Rays Hill	4	153.07		140.00	Sugarcreek	4	90.72		40.00
Rebersburg	4	349.30		40.00	Sugarrun	4	217.20		100.00
Redbank Furnace	4	213.54		30.00	Summerville	4	426.12		90.00
Redlion	4	1,000.00		120.00	Susquehanna	3	1,800.00	358.00	500.00
Reedsville	4	705.65		40.00	Swarthmore	3	1,800.00	240.00	
Reinholds Station	4	304.49		40.00	Swatara Station	4	153.61		70.00
Renfrew	4	469.55		110.00	Swislevale	3	1,100.00	123.00	
Renova	3	1,700.00	331.00		Sykesville	4	285.11		90.00
Reynoldsville	3	1,700.00	263.00	300.00	Tamaqua	3	1,800.00	294.00	380.00
Richfield	4	272.98		40.00	Tanoma	4	58.66		40.00
Richland Center	3	1,400.00	168.00	110.00	Tarentum	3	1,700.00	360.00	70.00
Richland Station	4	501.47		100.00	Terrehill	4	427.36		70.00
Riddlesburg	4	350.74		40.00	Threefuns	4	169.33		50.00
Riegelsville	4	633.40		150.00	Tidioute	3	1,600.00	271.00	200.00
Rimer	4	145.36		60.00	Tillie	4	130.30		50.00
Ringgold	4	162.25		80.00	Tioga	4	928.12		150.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
PENNSYLVANIA— continued.					RHODE ISLAND— continued.				
Tionesta.....	3	\$1,200.00	\$126.00	\$200.00	Phillipsdale.....	3	\$1,300.00	\$65.00	.....
Toughkenamon.....	3	592.35	.....	100.00	River Point.....	3	1,200.00	174.00	.....
Tower City.....	4	854.64	.....	40.00	Saylesville.....	3	1,400.00	100.00	.....
Tranger.....	4	425.25	.....	200.00	Slocum.....	4	182.48	.....	\$40.00
Trevorton.....	4	507.22	.....	40.00	Valley Falls.....	3	1,100.00	146.00	.....
Troy.....	3	1,600.00	385.00	200.00	Wakefield.....	3	1,500.00	275.00	100.00
Tryonville.....	4	234.52	.....	100.00	Warren.....	3	1,600.00	294.00	.....
Tub.....	4	248.56	.....	40.00	Wickford.....	3	1,100.00	185.00	.....
Tunkhannock.....	3	1,600.00	250.00	200.00	SOUTH CAROLINA.				
Turtlecreek.....	3	1,500.00	244.00	120.00	Abbeville.....	3	1,600.00	175.00	70.00
Ulster.....	4	517.45	.....	60.00	Aiken.....	3	1,800.00	400.00	200.00
Ulysses.....	4	705.13	.....	100.00	Alston.....	4	147.98	.....	80.00
Uniondale.....	4	451.31	.....	60.00	Ashepool.....	4	64.94	.....	40.00
Union Deposit.....	4	237.68	.....	20.00	Bamberg.....	3	1,300.00	190.00	20.00
Uchland.....	4	294.85	.....	130.00	Barnwell.....	3	1,400.00	104.00	60.00
Vanderbilt.....	4	832.79	.....	40.00	Batesburg.....	4	887.52	.....	160.00
Verona.....	3	1,600.00	175.00	40.00	Batson.....	4	48.97	.....	40.00
Wannets.....	4	117.94	.....	40.00	Beaufort.....	3	1,600.00	236.00	100.00
Wapwallopen.....	4	256.84	.....	40.00	Belton.....	4	698.75	.....	150.00
Waterford.....	3	1,000.00	124.00	.....	Bennettsville.....	3	1,600.00	350.00	300.00
Watsontown.....	3	1,500.00	200.00	110.00	Bishopville.....	4	573.99	.....	80.00
Weatherly.....	4	1,300.00	177.00	.....	Blackburg.....	4	823.99	.....	80.00
Wernersville.....	4	974.18	.....	60.00	Blackstock.....	4	313.35	.....	40.00
West Alexander.....	4	769.68	.....	40.00	Blackville.....	4	1,000.00	.....	80.00
West Brownsville.....	4	638.91	.....	200.00	Blairs.....	4	174.80	.....	30.00
Westfield.....	3	1,200.00	196.00	80.00	Bonneau.....	4	191.65	.....	40.00
West Hickory.....	4	441.45	.....	180.00	Branchville.....	4	823.40	.....	100.00
West Leesport.....	4	443.07	.....	40.00	Camoun Falls.....	4	209.09	.....	40.00
West Nanticoke.....	3	224.23	.....	30.00	Camden.....	3	1,700.00	265.00	230.00
West Newton.....	3	1,700.00	224.00	60.00	Cameron.....	4	307.68	.....	40.00
Westover.....	4	398.35	.....	60.00	Campobello.....	4	314.67	.....	40.00
West Whiteland.....	4	218.86	.....	400.00	Central.....	4	300.24	.....	40.00
Whitehaven.....	3	1,300.00	166.00	30.00	Chapin.....	4	203.26	.....	40.00
Williamsburg.....	3	1,200.00	177.00	.....	Chappells.....	4	180.73	.....	90.00
Williamstown.....	4	681.04	.....	60.00	Cheraw.....	3	1,300.00	109.00	150.00
Willowgrove.....	4	140.80	.....	70.00	Chester.....	3	1,700.00	296.00	210.00
Wimmers.....	3	1,700.00	350.00	210.00	Chesterfield.....	4	362.51	.....	40.00
Windber.....	4	498.77	.....	40.00	Chicks Springs.....	4	127.40	.....	40.00
Windgap.....	4	809.67	.....	140.00	Claremont.....	4	155.62	.....	40.00
Womelsdorf.....	4	207.97	.....	75.00	Clarks Hill.....	4	226.92	.....	10.00
Woodbine.....	4	128.58	.....	40.00	Clemson College.....	3	1,100.00	100.00	36.00
Woodlawn.....	3	1,400.00	210.00	.....	Clinton.....	3	1,400.00	275.00	40.00
Wrightsville.....	3	1,000.00	143.00	200.00	Clio.....	4	634.79	.....	40.00
Wyalusing.....	3	1,000.00	143.00	70.00	Conway.....	4	863.19	.....	240.00
Wycombe.....	4	228.14	.....	.....	Cornwell.....	4	122.92	.....	40.00
Wyncote.....	3	1,600.00	186.00	.....	Creston.....	4	173.02	.....	40.00
Wyoming.....	3	1,000.00	93.00	.....	Darlington.....	3	1,700.00	310.00	100.00
York Springs.....	4	538.87	.....	40.00	Denmark.....	4	742.92	.....	50.00
Youngville.....	4	1,000.00	.....	150.00	Dillon.....	4	1,000.00	.....	150.00
Zellenople.....	3	1,400.00	138.00	.....	Dunbarton.....	4	197.87	.....	40.00
Zionsville.....	4	120.64	.....	70.00	Easley.....	4	702.12	.....	250.00
PORTO RICO.					Edgefield.....	3	1,200.00	109.00	150.00
Aguadilla.....	4	851.47	.....	150.00	Edgmoor.....	4	185.27	.....	70.00
Arecibo.....	3	1,000.00	150.00	150.00	Elliot.....	4	277.56	.....	30.00
Caguas.....	4	796.19	.....	360.00	Fetteressa.....	4	74.55	.....	40.00
Camuy.....	4	179.85	.....	200.00	Florence.....	3	1,800.00	356.00	400.00
Humacao.....	4	815.81	.....	144.00	Fort Lawn.....	4	223.22	.....	40.00
Mayaguez.....	3	1,700.00	460.00	1,540.00	Fort Madison.....	4	191.23	.....	50.00
Toa Baja.....	4	44.58	.....	40.00	Fountain Inn.....	4	419.90	.....	140.00
RHODE ISLAND.					Gaffney.....	3	1,600.00	280.00	160.00
Arctic.....	3	1,000.00	175.00	.....	Georgetown.....	3	1,800.00	278.00	310.00
Block Island ¹	4	1,000.00	.....	.....	Glenn Springs.....	4	332.19	.....	40.00
East Greenwich.....	3	1,800.00	460.00	.....	Greenpond.....	4	265.90	.....	50.00
Jamestown ²	4	1,000.00	.....	.....	Greenwood.....	3	1,800.00	330.00	200.00
Lonsdale.....	3	1,300.00	96.00	.....	Greer Depot.....	4	627.71	.....	140.00
Narragansett Pier ³	3	1,700.00	358.00	.....	Gurley.....	4	158.24	.....	100.00
Pascoag.....	3	1,300.00	146.00	.....	Hagood.....	4	215.15	.....	90.00
Peacedale.....	3	1,100.00	71.00	.....	Hampton.....	4	632.47	.....	60.00
					Hardeville.....	4	368.33	.....	76.00
					Harper.....	4	158.79	.....	40.00

¹\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$300 temporary clerk hire, July 1 to Sept. 30, 1901.

³\$500 temporary clerk hire, May 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
SOUTH CAROLINA—continued.					SOUTH CAROLINA—continued.				
Hartsville	4	\$868.84		\$40.00	Walterboro	3	\$1,100.00	\$91.00	\$200.00
Heath Spring	4	616.36		40.00	Wellford	4	250.08		40.00
Hickman	4	13.69		40.00	Westminster	4	744.64		220.00
Hollyhill	4	343.78		40.00	Whitehall	4	180.70		40.00
Honeapath	4	894.30		60.00	Williston	4	659.06		40.00
Inman	4	235.42		50.00	Windsor	4	137.73		60.00
Irmo	4	203.91		40.00	Winnsboro	3	1,500.00	180.00	80.00
Jedburg	4	86.06		40.00	Yorkville	3	1,500.00	159.00	140.00
Jefferson	4	157.61		40.00	Young Island	4	440.73		40.00
Johnston	4	953.81		160.00	SOUTH DAKOTA.				
Jonesville	4	626.44		180.00	Alexandria	3	1,200.00	174.00	
Kershaw	4	778.91		100.00	Andover	4	620.94		80.00
Kingstree	4	903.49		150.00	Arlington	4	1,000.00		110.00
Lamar	4	314.65		80.00	Armour	3	1,500.00	220.00	300.00
Lancaster	3	1,400.00	\$205.00	60.00	Athol	4	322.94		40.00
Lane	4	601.50		150.00	Bangor	4	405.28		60.00
Latta	4	461.93		240.00	Bellefourche	4	1,000.00		240.00
Laurens	3	1,600.00	230.00	200.00	Beresford	3	1,400.00	194.00	40.00
Leesville	4	581.92		50.00	Blunt	4	670.38		150.00
Level Land	4	73.90		40.00	Bowdle	3	1,300.00	166.00	180.00
Lexington	4	662.61		60.00	Britton	3	1,200.00	152.00	60.00
Livingston	4	137.94		40.00	Brookings	3	1,800.00	400.00	200.00
Lonestar	4	179.97		40.00	Bruce	4	385.96		40.00
Longridge	4	177.05		40.00	Buffalogap	4	473.52		40.00
Loris	4	212.90		70.00	Camp Crook	4	455.62		90.00
McCormick	4	418.91		190.00	Canning	4	102.36		40.00
Magnolia	4	269.51		100.00	Canton	3	1,700.00	354.00	70.00
Marietta	4	57.17		40.00	Castalia	4	247.51		40.00
Marion	3	1,400.00	176.00	150.00	Centerville	3	1,500.00	230.00	170.00
Mayesville	4	640.07		40.00	Central City	4	416.31		40.00
Monks Corner	4	438.45		60.00	Chamberlain	3	1,400.00	360.00	300.00
Mountain Rest	4	42.62		40.00	Clark	3	1,400.00	166.00	120.00
Mount Pleasant	4	554.98		40.00	Clearlake	4	1,000.00		40.00
Mount Willing	4	57.52		40.00	Conde	4	440.76		40.00
Mullins	4	673.57		80.00	Custer	3	1,100.00	174.00	
Newberry	3	1,800.00	298.00	300.00	Davis	4	413.64		40.00
Newtonville	4	39.54		40.00	Dell Rapids	3	1,500.00	290.00	
Nichols	4	288.68		60.00	Desmet	3	1,300.00	194.00	
Ninety-six	4	659.96		50.00	Edgemont	3	1,000.00	174.00	60.00
Norris	4	63.79		80.00	Elkpoint	3	1,500.00	288.00	150.00
North	4	369.44		40.00	Elkton	3	1,000.00	144.00	40.00
Oakway	4	105.52		210.00	Eureka	3	1,300.00	223.00	350.00
Orangeburg	3	1,900.00	356.00	470.00	Fairfax	4	450.96		90.00
Pacolet	4	535.30		120.00	Faulkton	3	1,100.00	196.00	190.00
Peak	4	373.64		140.00	Flandreau	3	1,500.00	328.00	50.00
Pelzer	3	1,300.00	215.00		Forestburg	4	206.28		50.00
Perry	4	125.37		40.00	Fort Pierre	4	560.82		100.00
Pickens	4	589.46		180.00	Frankfort	4	577.95		40.00
Pinewood	4	367.97		40.00	Fulton	4	268.47		40.00
Prosperity	4	763.60		40.00	Geddes	4	908.34		240.00
Richburg	4	232.16		50.00	Gettysburg	3	1,000.00	164.00	100.00
Ridgeville	4	266.75		50.00	Groton	3	1,200.00	196.00	270.00
Ridgeway	4	646.43		50.00	Harding	4	216.91		50.00
Riverview	4	17.85		40.00	Hermosa	4	401.06		150.00
Rockton	4	216.64		40.00	Highmore	4	748.64		50.00
Roebuck	4	144.62		80.00	Hill City	4	660.16		80.00
St. Stephen	4	348.32		80.00	Hot Springs ¹	3	1,500.00	242.00	120.00
Saluda	4	443.55		40.00	Howard	3	1,100.00	144.00	
Santuck	4	269.40		40.00	Hurley	4	887.05		40.00
Scotia	4	266.91		60.00	Ipswich	3	1,100.00	140.00	
Scranton	4	258.08		80.00	Kimball	4	1,000.00		100.00
Beneca	3	1,000.00	104.00	140.00	Lake Preston	3	1,100.00	174.00	70.00
Simpsonville	4	202.54		80.00	Lennox	4	805.87		50.00
Smocks	4	235.71		40.00	Lodi	4	50.66		40.00
Socastee	4	86.41		40.00	Madison	3	1,800.00	298.00	120.00
Stono	4	274.79		40.00	Millbank	3	1,600.00	234.00	200.00
Summerville	3	1,500.00	205.00		Miller	3	1,400.00	166.00	400.00
Swansea	4	277.83		40.00	Mound City	4	775.76		100.00
Sycamore	4	75.98		40.00	Parker	3	1,500.00	300.00	100.00
Townville	4	123.05		10.00	Parkston	3	1,100.00	160.00	80.00
Travellers Rest	4	239.78		80.00	Piedmont	4	353.60		100.00
Union	3	1,600.00	175.00	250.00					
Walhalla	4	963.10		200.00					

¹ \$50 temporary clerk hire, July 1, to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
SOUTH DAKOTA— continued.					TENNESSEE—c't'd.				
Pierre	3	\$1,900.00	\$340.00	\$600.00	Cedarhill	4	\$462.42		\$60.00
Pineridge	4	699.50		150.00	Celina	4	287.93		60.00
Plankinton	3	1,200.00	286.00	70.00	Centerville	4	928.62		100.00
Platte	4	796.35		150.00	Chapelhill	4	220.58		120.00
Rapid City	3	1,700.00	238.00	300.00	Charleston	4	552.18		60.00
Redfield	3	1,600.00	300.00	200.00	Charlotte	4	316.30		50.00
Roscoe	4	368.88		60.00	Christiana	4	243.68		40.00
Salem	3	1,200.00	174.00	100.00	Chuckey City	4	379.54		130.00
Scotland	3	1,400.00	232.00	120.00	Clarkrange	4	60.60		40.00
Sisseton	3	1,500.00	190.00	100.00	Cleveland	3	1,700.00	\$269.00	350.00
Smithville	4	74.54		40.00	Clinton	4	703.30		150.00
Spearfish	3	1,400.00	176.00	100.00	Coal Creek	4	791.12		150.00
Springfield	4	911.77		230.00	Coghill	4	118.16		40.00
Sturgis	3	1,300.00	223.00	80.00	Collierville	4	628.28		70.00
Summit	4	720.16		20.00	Compensation	4	36.00		50.00
Thule	4	83.17		40.00	Concord	4	332.10		90.00
Toronto	4	678.42		40.00	Cookeville	4	971.24		200.00
Tripp	4	675.69		40.00	Corbandale	4	79.25		80.00
Tyndall	3	1,400.00	196.00		Cornersville	4	273.14		60.00
Vermillion	3	1,800.00	456.00	250.00	Corryton	4	141.71		80.00
Waubay	4	776.68		40.00	Cottonport	4	39.84		40.00
Webster	3	1,600.00	352.00	300.00	Covington	3	1,600.00	150.00	260.00
Wessington Springs	4	728.68		100.00	Crestview	4	377.87		40.00
Wheeler	4	346.99		60.00	Cross	4	110.53		40.00
White Lake	4	727.07		90.00	Crossville	4	693.73		150.00
Whiterock	4	566.11		40.00	Culleoka	4	331.91		70.00
Whitewood	4	515.44		60.00	Cumberland City	4	503.81		40.00
Woley	4	489.87		60.00	Cumberland Fur- nace	4	337.05		100.00
Woonsocket	3	1,300.00	196.00	250.00	Cumberland Gap	4	567.02		50.00
TENNESSEE.					Curve	4	281.87		90.00
Adams	4	467.02		40.00	Daisy	4	172.96		40.00
Afton	4	215.85		70.00	Dandridge	4	482.02		100.00
Al	4	272.40		20.00	Dayton	3	1,400.00	117.00	300.00
Alamo	4	346.19		50.00	Decatur	4	245.03		80.00
Alexandria	4	492.40		70.00	Decaturville	4	324.59		40.00
Algood	4	304.44		100.00	Decherd	4	795.04		80.00
Andersonville	4	199.47		40.00	Deer Lodge	4	238.14		60.00
Arthur	4	145.08		100.00	Delrio	4	230.38		120.00
Ashwood	4	213.19		40.00	Dibrell	4	133.86		40.00
Athens	3	1,500.00	202.00	350.00	Dickson	3	1,400.00	186.00	600.00
Atoka	4	300.57		150.00	Difficult	4	77.17		40.00
Bakers Crossroads	4	56.53		40.00	Dixon Spring	4	310.86		40.00
Bear Spring	4	277.40		60.00	Double Springs	4	123.42		100.00
Beckwith	4	164.86		60.00	Dover	4	561.10		150.00
Beechbluff	4	111.72		40.00	Dowellton	4	123.45		70.00
Beechgrove	4	162.41		40.00	Doyle Station	4	222.22		40.00
Bellbuckle	3	1,100.00	152.00		Dresden	4	744.03		60.00
Bells	4	791.06		300.00	Dughill	4	74.09		40.00
Benton	4	828.58		40.00	Dunlap	4	403.43		60.00
Bethel Springs	4	811.23		200.00	Dunn	4	109.83		80.00
Big Sandy	4	431.18		40.00	Dutch	4	46.04		50.00
Blaine	4	72.97		60.00	Dyersburg	3	1,700.00	286.00	350.00
Blanche	4	132.77		40.00	Eldson	4	54.31		40.00
Blountville	4	270.21		100.00	Elgin	4	158.18		140.00
Bluff City	4	372.30		500.00	Elizabethton	3	1,200.00	198.00	700.00
Bolivar	3	1,100.00	139.00	100.00	Embreville	4	202.53		40.00
Bonair	4	390.67		60.00	Emmett	4	35.99		90.00
Box	4	223.60		50.00	Emorygap	4	178.75		50.00
Boys Creek	4	115.78		120.00	Erwin	4	353.39		50.00
Bradford	4	352.38		40.00	Estill Springs	4	960.54		40.00
Braxton	4	73.47		40.00	Ethridge	4	283.12		40.00
Brentwood	4	196.72		40.00	Fairgarden	4	49.14		50.00
Brownsville	3	1,500.00	228.00	300.00	Fallbranch	4	237.86		50.00
Brushcreek	4	141.39		60.00	Fallcreek	4	155.64		40.00
Bullgap	4	382.00		400.00	Fanchers Mills	4	41.01		50.00
Burns	4	213.34		40.00	Fayetteville	3	1,500.00	292.00	460.00
Butler	4	289.71		90.00	Flagpond	4	84.56		40.00
Byrdstown	4	179.08		90.00	Flatcreek	4	209.24		120.00
Camden	4	595.63		150.00	Flintville	4	123.11		70.00
Carthers Creek	4	127.31		60.00	Forks of Pike	4	62.85		100.00
Carthage	4	671.95		150.00	Fosterville	4	223.35		50.00
Cassville	4	57.42		80.00	Fountain City	4	266.48		50.00
					Fountain Head	4	203.80		40.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
TENNESSEE—c't'd.					TENNESSEE—c't'd.				
Franklin	3	\$1,700.00	\$244.00	\$250.00	Madisonville	4	\$710.70		\$150.00
Friendsville	4	266.23		40.00	Manchester	4	918.65		120.00
Gainesboro	4	445.19		120.00	Mannie	4	873.22		40.00
Gallatin	3	1,600.00	279.00	300.00	Martin	3	1,500.00	\$142.00	80.00
Goin	4	53.25		40.00	Maryville	3	1,200.00	189.00	400.00
Goodlettsville	4	518.19		250.00	Mascot	4	57.70		40.00
Gordonsville	4	421.81		100.00	Mason	4	386.88		40.00
Greenback	4	229.39		50.00	Maynardville	4	138.01		200.00
Greenfield	3	1,100.00	125.00	40.00	Middleton	4	366.11		80.00
Griggs	4	49.24		60.00	Midway	4	168.64		10.00
Halls	4	490.13		70.00	Milan	3	1,200.00	196.00	70.00
Halls Crossroads	4	56.80		110.00	Millington	4	398.73		40.00
Hampshire	4	104.65		40.00	Mitchellville	4	147.07		40.00
Hampton	4	256.18		100.00	Monroe	4	85.98		60.00
Hartman	3	1,800.00	236.00	300.00	Monterey	4	476.04		40.00
Hartsville	4	700.53		300.00	Mooreburg	4	271.35		150.00
Heiskell	4	178.13		40.00	Morrison	4	285.72		100.00
Helenwood	4	292.73		60.00	Morristown	3	1,800.00	333.00	800.00
Henderson	3	1,100.00	147.00	350.00	Mountain City	4	467.18		500.00
Hermitage	4	141.76		220.00	Mount Juliet	4	237.94		100.00
Hill City	4	400.61		60.00	Mount Pleasant	3	1,500.00	345.00	600.00
Hohenwald	4	475.80		60.00	Mulberry	4	218.50		40.00
Hollandsworth	4	33.85		40.00	Murfreesboro	3	1,800.00	205.00	600.00
Hoop	4	53.50		40.00	Newbern	3	1,200.00	190.00	70.00
Humboldt	3	1,500.00	217.00		Newcomb	4	422.96		50.00
Huntingdon	3	1,400.00	219.00	200.00	Newmarket	4	469.65		50.00
Huntland	4	820.84		80.00	Newport	3	1,200.00	225.00	480.00
Huntsville	4	818.09		40.00	New Providence	4	236.41		100.00
Iron City	4	284.07		100.00	New Tazewell	4	247.91		240.00
Irving College	4	103.12		60.00	Nunnely	4	193.56		20.00
Jacksboro	4	296.88		90.00	Oakdale	4	245.72		40.00
Jamestown	4	388.09		160.00	Oakhill	4	66.79		40.00
Jefferson City	3	1,200.00	146.00	220.00	Oakley	4	78.75		40.00
Jellico	3	1,400.00	196.00	180.00	Oakwood	4	72.55		20.00
Johnson City	3	1,900.00	460.00	1,500.00	Obion	4	920.89		200.00
Jonesboro	3	1,400.00	360.00	1,100.00	Oliver Springs	4	638.83		150.00
Kenton	4	1,000.00		150.00	Oneida	4	327.11		40.00
Kepler	4	41.20		120.00	Paris	3	1,700.00	248.00	260.00
Kingsport	4	50.10		76.00	Parrottsville	4	138.15		40.00
Kingston	4	656.26		120.00	Parsons	4	303.95		150.00
Kittytown	4	49.00		80.00	Partlow	4	103.38		40.00
Kyles Ford	4	57.01		30.00	Pegram	4	55.96		110.00
Lafayette	4	437.51		180.00	Perryville	4	238.07		160.00
Lafollette	4	638.35		160.00	Persia	4	109.80		60.00
Lancing	4	219.65		100.00	Perryear	4	231.63		50.00
Lawrenceburg	3	1,100.00	119.00	80.00	Petersburg	4	866.53		40.00
Lay	4	42.75		30.00	Philadelphia	4	856.23		60.00
Leas Springs	4	42.29		40.00	Pikeville	4	493.97		150.00
Lebanon	3	1,700.00	400.00	800.00	Pleasant	4	79.44		100.00
Lee Valley	4	36.83		110.00	Pleasantpoint	4	129.35		40.00
Lenoir City	4	892.92		80.00	Pope	4	131.77		130.00
Lewisburg	3	1,200.00	165.00	200.00	Postelle	4	77.84		80.00
Lexington	4	929.08		400.00	Powell Station	4	127.48		60.00
Liberty	4	409.40		50.00	Prospect Station	4	324.01		80.00
Lillydale	4	58.09		50.00	Pulaski	3	1,700.00	271.00	660.00
Limestone	4	579.67		300.00	Rankins Depot	4	201.21		70.00
Linden	4	458.66		220.00	Reagan	4	91.89		100.00
Littlecreek	4	115.50		60.00	Redboiling Springs	4	230.37		120.00
Litton	4	63.39		40.00	Reelfoot	4	284.98		10.00
Livingston	4	561.02		200.00	Ridgetop	4	238.50		40.00
Lostcreek	4	33.45		40.00	Ripley	3	1,400.00	195.00	180.00
Loudon	4	788.50		100.00	Rives	4	442.47		40.00
Louisville	4	280.06		40.00	Roan Mountain	4	325.03		30.00
Loyston	4	23.68		40.00	Robbins	4	348.24		40.00
Luther	4	66.54		50.00	Robertsville	4	105.61		40.00
Luttrell	4	199.21		120.00	Rock Island	4	76.20		60.00
Lyles	4	204.96		40.00	Rockwood	3	1,400.00	185.00	300.00
Lynnville	4	724.88		120.00	Rogersville	3	1,800.00	195.00	700.00
McConnell	4	113.33		10.00	Romeo	4	118.34		20.00
McEwen	4	564.17		70.00	Rugby	4	270.47		160.00
McKenzie	3	1,300.00	189.00	150.00	Russellville	4	294.18		30.00
McLemoreville	4	188.84		40.00	Rutherford	4	641.21		70.00
McMinnville	3	1,600.00	175.00	500.00	Rutledge	4	438.40		270.00
McNairy	4	147.29		40.00	Salem	4	46.08		80.00

¹ \$37.50 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
TENNESSEE—c't'd.					TEXAS.				
Samburg	4	\$118.37		\$100.00	Abbott	4	\$717.81		\$200.00
Sardis	4	231.88		40.00	Addran	4	92.87		40.00
Saulsbury	4	421.56		30.00	Albany	3	1,300.00	\$39.00	70.00
Savannah	4	885.96		25.00	Aledo	4	317.23		20.00
Sedalia	4	92.99		40.00	Alice	3	1,000.00	174.00	100.00
Selmer	4	834.67		100.00	Alleyton	4	184.44		40.00
Sevierville	4	501.04		390.00	Alto	4	601.11		40.00
Sewanee	3	1,500.00	\$132.00		Alvarado	3	1,300.00	217.00	200.00
Sharon	4	489.22		40.00	Alvin	3	1,600.00	230.00	
Sharps Chapel	4	22.43		50.00	Alvoid	4	849.98		100.00
Shawnee	4	186.74		40.00	Amarillo	3	1,700.00	252.00	400.00
Shelbyville	3	1,600.00	304.00	500.00	Ample	4	93.73		70.00
Shooks	4	70.70		80.00	Anderson	4	535.43		150.00
Shouns Crossroads	4	62.36		100.00	Anson	4	1,000.00	250.00	
Silverpoint	4	121.25		30.00	Arcola	4	197.90		40.00
Silvicola	4	73.14		90.00	Arlington	3	1,200.00	31.00	100.00
Smithville	4	511.14		200.00	Aspermont	4	461.96		70.00
Smryna	4	415.98		100.00	Athens	3	1,400.00	145.00	280.00
Sneedville	4	196.94		300.00	Atlanta	3	1,200.00	157.00	200.00
Somerville	3	1,100.00	144.00	110.00	Axtell	4	346.49		20.00
South Pittsburg	3	1,300.00	204.00	40.00	Baird	3	1,300.00	157.00	200.00
Sparta	4	988.42		250.00	Ballinger	3	1,500.00	220.00	550.00
Spencer	4	246.74		40.00	Bartlett	3	1,400.00	136.00	40.00
Spring City	4	627.05		200.00	Bassett	4	87.70		20.00
Springdale	4	53.82		60.00	Bastrop	3	1,400.00	323.00	160.00
Springfield	3	1,400.00	198.00	570.00	Bay City	4	774.08		80.00
Springhill	4	653.34		50.00	Beeville	3	1,600.00	217.00	180.00
Springville	4	175.72		40.00	Bellevue	4	591.14		50.00
Stewart	4	185.16		40.00	Bells	4	63.83		40.00
Stonypoint	4	105.89		100.00	Bellville	3	1,100.00	135.00	200.00
Sugartree	4	145.42		40.00	Bend	4	85.25		40.00
Summertown	4	334.44		80.00	Bertram	4	574.22		50.00
Summitville	4	173.65		40.00	Bettie	4	186.01		40.00
Sunbright	4	344.07		100.00	Bigspring	3	1,500.00	85.00	100.00
Sweetwater	3	1,400.00	190.00	120.00	Birthright	4	148.68		90.00
Tate Springs	4	601.72		320.00	Blanco	4	506.81		150.00
Tazewell	4	467.79		400.00	Blum	4	630.53		40.00
Telford	4	289.76		130.00	Boerne	4	926.21		110.00
Tellico Plains	4	326.16		100.00	Bowie	3	1,700.00	238.00	300.00
Tennessee City	4	338.51		200.00	Boyd	4	437.91		50.00
Tharpe	4	72.99		50.00	Brackettville	4	705.36		80.00
Thornhill	4	32.97		50.00	Brady	4	790.23		100.00
Tipton	4	170.51		80.00	Branchville	4	129.77		20.00
Tiptonville	4	816.42		100.00	Brazoria	4	418.95		100.00
Tracy City	4	883.44		30.00	Breckenridge	4	841.09		50.00
Trade	4	109.76		170.00	Bremond	4	752.75		40.00
Trenton	3	1,500.00	209.00	400.00	Bridgeport	4	879.99		40.00
Trezevant	4	468.56		90.00	Britton	4	207.30		40.00
Trundles Cross- roads	4	111.03		100.00	Brownsboro	4	210.51		130.00
Tullahoma	3	1,600.00	250.00	200.00	Brownsville	3	1,600.00		130.00
Union City	3	1,900.00	460.00	600.00	Bryan	3	1,900.00	236.00	370.00
Unionville	4	140.82		40.00	Buda	4	431.54		100.00
Vaughtsville	4	137.52		60.00	Buffalo	4	622.50		80.00
Wartburg	4	415.41		40.00	Burkeville	3	283.80		40.00
Wartrace	4	868.63		150.00	Burnet	3	1,100.00	115.00	
Watertown	4	622.66		400.00	Burton	4	513.06		100.00
Waverly	3	1,000.00	228.00	300.00	Caldwell	3	1,300.00	111.00	190.00
Waynesboro	4	425.06		200.00	Calvert	3	1,700.00	280.00	80.00
Westmoreland	4	195.41		100.00	Cameron	3	1,700.00	61.00	600.00
Wetmore	4	101.57		100.00	Canadian	4	974.52		200.00
Whitepine	4	464.31		80.00	Canton	4	660.01		120.00
Whitesburg	4	266.26		220.00	Canyon	4	970.54		250.00
Whitesville	4	666.71		40.00	Caroline	4	275.00		30.00
Whitthorne	4	57.94		40.00	Cartage	4	1,000.00		160.00
Wilsongap	4	39.85		20.00	Catahouche	4	104.75		40.00
Winchester	3	1,600.00	171.00	40.00	Celeste	4	463.63		100.00
Winfield	4	226.11		40.00	Center	4	878.23		260.00
Woodbury	4	545.51		80.00	Centerpoint	4	455.58		40.00
Yorkville	4	226.57		40.00	Channing	4	578.96		40.00
Yuma	4	103.19		20.00	Chico	4	664.20		30.00
					Childress	3	1,200.00	164.00	500.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
TEXAS—continued.					TEXAS—continued.				
Chillicothe.....	4	\$734.08		\$100.00	Gatesville.....	3	\$1,600.00	\$292.00	\$380.00
Chilton.....	4	445.95		70.00	Gause.....	4	270.84		40.00
Cisco.....	3	1,600.00	\$154.00	250.00	Georgetown.....	3	1,800.00	430.00	400.00
Clarendon.....	3	1,500.00	170.00	50.00	Giddings.....	3	1,300.00	155.00	60.00
Clarksville.....	3	1,800.00	317.00	400.00	Gilmer.....	3	1,100.00	123.00	180.00
Cleveland.....	4	507.49		60.00	Gladewater.....	4	365.56		40.00
Clifton.....	4	1,100.00	130.00	150.00	Goldthwaite.....	3	1,200.00	132.00	250.00
Clyde.....	4	180.15		80.00	Goliad.....	3	1,100.00	102.00	120.00
Coleman.....	3	1,500.00	39.00	150.00	Gonzales.....	3	1,700.00	274.00	250.00
College Station.....	4	948.01		40.00	Goree.....	4	212.02		60.00
Colmesneil.....	4	623.25		200.00	Gorman.....	4	831.50		50.00
Colorado.....	3	1,700.00	295.00	250.00	Graham.....	3	1,200.00	164.00	200.00
Columbia.....	4	619.10		40.00	Grandbury.....	3	1,300.00	248.00	200.00
Columbus.....	3	1,400.00	294.00	60.00	Grand Saline.....	4	891.30		40.00
Comanche.....	3	1,600.00	277.00	150.00	Grapeland.....	4	589.06		100.00
Comfort.....	4	561.98		80.00	Grapevine.....	4	728.77		40.00
Commerce.....	3	1,400.00	184.00	40.00	Gregory.....	4	282.45		40.00
Comstock.....	4	367.96		40.00	Groesbeck.....	3	1,400.00	185.00	120.00
Concepcion.....	4	144.81		60.00	Groveton.....	4	890.77		100.00
Conroe.....	3	1,100.00	135.00	40.00	Guion.....	4	110.68		40.00
Cooper.....	3	1,300.00	117.00	200.00	Hallettsville.....	3	1,500.00	256.00	160.00
Corpus Christi.....	3	1,800.00	298.00	200.00	Hamilton.....	3	1,300.00	166.00	200.00
Corrigan.....	4	541.11		50.00	Harmony Hill.....	4	74.13		50.00
Cottingham.....	4	208.50		50.00	Harper.....	4	125.97		40.00
Crockett.....	3	1,500.00	244.00	200.00	Harrold.....	4	266.89		70.00
Crosby.....	4	222.45		40.00	Hartburg.....	4	38.13		40.00
Cuero.....	3	1,800.00	230.00	200.00	Hearne.....	3	1,500.00	211.00	280.00
Dalingerfield.....	4	701.84		40.00	Hempstead.....	3	1,400.00	186.00	110.00
Dale.....	4	239.08		50.00	Henderson.....	3	1,400.00	160.00	450.00
Dawson.....	4	611.06		40.00	Henrietta.....	3	1,500.00	283.00	400.00
Dayton.....	4	366.69		40.00	Hico.....	3	1,500.00	223.00	200.00
Deberry.....	4	176.09		40.00	Higgins.....	4	605.59		150.00
Decatur.....	3	1,600.00	174.00	180.00	Holland.....	4	867.73		20.00
Deerpark.....	4	59.04		70.00	Hondo.....	4	715.23		40.00
Dekalb.....	4	967.07		60.00	Honeygrove.....	3	1,800.00	356.00	120.00
Deleon.....	4	1,000.00		60.00	Howe.....	4	1,000.00		50.00
Delrio.....	3	1,400.00	164.00		Hubbard.....	3	1,400.00	140.00	60.00
Delvalle.....	4	228.48		40.00	Hughes Springs.....	4	483.25		40.00
Detroit.....	4	953.38		100.00	Huntsville.....	3	1,900.00	350.00	180.00
Dexter.....	4	270.10		40.00	Industry.....	4	245.47		60.00
Dickens.....	4	373.75		110.00	Itasca.....	3	1,400.00	13.00	60.00
Dodd.....	4	464.72		80.00	Jacksboro.....	3	1,300.00	170.00	400.00
Dodge.....	4	250.89		40.00	Jacksonville.....	3	1,500.00	200.00	70.00
Douglass.....	4	141.41		40.00	Jasper.....	4	723.93		60.00
Dublin.....	3	1,700.00	212.00	400.00	Jefferson.....	3	1,600.00		160.00
Eagleford.....	4	125.74		70.00	Jewett.....	4	733.95		100.00
Eaglelake.....	3	1,100.00	133.00	80.00	Junction.....	4	692.78		100.00
Eagle Pass.....	3	1,500.00	273.00	480.00	Karnes City.....	4	644.45		30.00
Eastland.....	4	945.36		60.00	Kaufman.....	3	1,600.00	114.00	100.00
Eddy.....	4	572.07		60.00	Kemp.....	4	788.18		60.00
Edna.....	3	1,000.00	108.00		Kerrville.....	3	1,400.00	174.00	200.00
Elcampo.....	3	1,000.00	89.00	80.00	Kildare.....	4	308.66		40.00
Elgin.....	3	1,500.00	145.00	180.00	Kilgore.....	4	375.84		80.00
Emma.....	4	274.19		40.00	Kirbyville.....	4	489.13		80.00
Emmet.....	4	159.03		40.00	Kirkland.....	4	123.83		40.00
Enloe.....	4	356.29		120.00	Kopperl.....	4	437.66		40.00
Eskota.....	4	194.82		40.00	Kosse.....	4	967.53		40.00
Estacado.....	4	113.22		60.00	Kountze.....	4	513.46		40.00
Estelline.....	4	295.48		60.00	Ladonia.....	3	1,500.00	150.00	40.00
Fairfield.....	4	768.69		40.00	Lagrange.....	3	1,000.00	256.00	350.00
Fairland.....	4	190.85		50.00	Lampasas.....	3	1,600.00	254.00	250.00
Falls City.....	4	227.47		40.00	Lancaster.....	3	1,200.00	140.00	
Farmersville.....	3	1,500.00	275.00	60.00	Laporte.....	3	1,100.00	190.00	
Fate.....	4	713.82		40.00	Leonard.....	4	1,000.00		120.00
Fayetteville.....	4	547.60		60.00	Leon Junction.....	4	152.90		50.00
Fazenda.....	4	59.71		50.00	Lexington.....	4	584.59		40.00
Flatonia.....	3	1,500.00	190.00	120.00	Liberty.....	4	694.73		80.00
Flint.....	4	195.85		40.00	Linden.....	4	426.31		60.00
Floresville.....	3	1,200.00	144.00	150.00	Livingston.....	4	885.86		40.00
Floydada.....	4	509.81		40.00	Llano.....	3	1,400.00	223.00	250.00
Forney.....	3	1,400.00	111.00		Lloyd.....	4	154.25		60.00
Fredericksburg.....	4	1,000.00		250.00	Lockhart.....	3	1,700.00	213.00	90.00
Fredonia.....	4	150.98		40.00	Lometa.....	4	573.78		150.00
Frost.....	4	907.31		40.00	Loneoak.....	4	659.62		40.00
Garretts Bluff.....	4	104.86		40.00	Longbranch.....	4	181.15		40.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
TEXAS—continued.					TEXAS—continued.				
Longview	3	\$1,600.00	\$254.00	\$900.00	Pleasanton	4	\$451.14		\$100.00
Lott	4	760.04		140.00	Port Arthur	3	1,400.00	\$195.00	300.00
Lovelady	4	610.35		50.00	Pottsboro	4	629.98		200.00
Lufkin	3	1,500.00	244.00	150.00	Princeton	4	218.56		40.00
Luling	3	1,400.00	206.00	250.00	Putnam	4	376.13		40.00
Lynchburg	4	119.12		30.00	Quanah	3	1,600.00	223.00	150.00
Lyons	4	561.06		50.00	Quitman	4	425.95		40.00
McClanahan	4	81.93		40.00	Ranger	4	629.89		120.00
McGregor	3	1,500.00	110.00	200.00	Reagan	4	482.89		40.00
Madisonville	4	629.83		100.00	Redrock	4	259.51		50.00
Manor	3	1,100.00	98.00	200.00	Richardson	4	365.52		50.00
Marble Falls	4	830.80		170.00	Richmond	3	1,100.00	134.00	80.00
Marfa	4	966.76		90.00	Reisel	4	436.28		40.00
Marion	4	311.37		25.00	Ringgold	4	394.44		60.00
Marlin	3	1,800.00	348.00	110.00	Riogrande	4	615.51		150.00
Marquez	4	524.87		100.00	Risingstar	4	635.42		40.00
Marysville	4	193.49		40.00	Robert Lee	4	429.01		40.00
Mason	4	949.24		250.00	Roby	4	649.32		80.00
Mathis	4	315.72		30.00	Rockdale	3	1,700.00	232.00	150.00
Memphis	4	822.27		150.00	Rockhill	4	189.77		50.00
Meridian	3	1,100.00	63.00	40.00	Rockport	4	910.16		90.00
Merkel	4	868.36		50.00	Rockwall	3	1,100.00	106.00	120.00
Mertens	4	377.53		40.00	Rodgers	4	906.62		80.00
Mesquite	4	567.15		100.00	Roganville	4	260.69		90.00
Mexia	3	1,800.00	356.00	950.00	Rogers Prairie	4	228.13		40.00
Miami	4	728.53		80.00	Rosanky	4	53.02		40.00
Midland	3	1,400.00	129.00		Rosenberg	4	647.95		150.00
Midlothian	4	1,000.00		210.00	Ross	4	165.71		10.00
Milano	4	448.87		90.00	Round Mountain	4	172.99		40.00
Mills	4	86.19		40.00	Roundrock	4	1,000.00		90.00
Mineola	3	1,500.00	168.00	170.00	Royse City	4	988.48		40.00
Mineral Wells	3	1,600.00	224.00	220.00	Rusk	3	1,300.00	208.00	40.00
Mobeetle	4	363.04		40.00	Sabinal	4	655.16		180.00
Moffat	4	224.37		40.00	St. Jo	4	984.47		100.00
Monahans	4	265.73		50.00	San Augustine	4	513.67		200.00
Montgomery	4	604.99		40.00	Sanderson	4	430.76		40.00
Moody	3	1,000.00	20.00		Sanger	4	552.24		50.00
Moran	4	332.22		40.00	San Marcos	3	1,800.00	333.00	350.00
Morgan	4	859.21		200.00	San Saba	4	100.00		150.00
Moscow	4	394.79		80.00	Santa Anna	4	852.41		60.00
Moulton	4	741.70		40.00	Savoy	4	619.95		75.00
Mountainhome	4	153.10		40.00	Schulenburg	3	1,200.00	220.00	200.00
Mountaincalm	4	683.28		150.00	Scottsville	4	50.59		60.00
Mount Pleasant	3	1,400.00	120.00	250.00	Scurry	4	253.91		50.00
Mount Vernon	4	967.92		76.00	Seagoville	4	327.30		40.00
Nacogdoches	3	1,700.00	252.00	350.00	Sealy	4	881.17		40.00
Naples	4	761.19		100.00	Sebree	4	191.92		80.00
Navasota	3	1,700.00	330.00	200.00	Seguin	3	1,600.00	153.00	200.00
Newark	4	239.12		50.00	Serbin	4	67.50		40.00
New Boston	4	994.01		80.00	Seymour	3	1,300.00	46.00	400.00
New Braunfels	3	1,500.00	234.00	150.00	Shelbyville	4	256.92		40.00
New Sweden	4	166.48		40.00	Shepherd	4	64.90		60.00
Newton	4	256.04		120.00	Sherwood	4	404.07		50.00
New Ulm	4	422.89		140.00	Shiner	4	1,000.00		40.00
New Waverly	4	353.19		40.00	Silverton	4	369.15		80.00
Nobility	4	175.41		40.00	Smithville	3	1,600.00	265.00	70.00
Nocona	3	1,100.00	156.00	120.00	Spanish Fort	4	252.50		30.00
Northrup	4	58.73		30.00	Spring	4	178.25		40.00
Nursery	4	261.89		20.00	Springtown	4	537.67		70.00
Ochiltree	4	107.73		40.00	Stamford	4	1,000.00		200.00
Oran	4	92.65		20.00	Star	4	201.03		40.00
Orange	3	1,700.00	335.00	40.00	Starrville	4	176.77		40.00
Overton	4	537.42		120.00	Stephenville	3	1,600.00	171.00	290.00
Paducah	4	390.34		40.00	Stockdale	4	697.07		70.00
Pampa	4	78.66		40.00	Stubbs	4	103.37		40.00
Patroon	4	148.64		70.00	Sulphur Springs	3	1,700.00	296.00	500.00
Pearl	4	152.24		40.00	Sweetwater	4	1,000.00		120.00
Pecangap	4	61.53		70.00	Tatum	4	152.77		50.00
Pecos	4	1,000.00		50.00	Taylor's Bayou	4	157.48		40.00
Perry	4	224.46		80.00	Tenaha	4	659.40		120.00
Petty	4	464.26		40.00	Thorndale	4	492.42		110.00
Pilotpoint	3	1,400.00	152.00	60.00	Thornton	4	794.91		100.00
Pittsburg	3	1,500.00	224.00	250.00	Timpson	4	1,000.00		70.00
Plainview	4	788.56		200.00	Tolosa	4	168.24		40.00
Plano	3	1,400.00	225.00	60.00	Tom Bean	4	247.84		50.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separa- rating service.				Rent, fuel, and light.	Clerk hire for separa- rating service.
TEXAS—continued.					UTAH—continued.				
Toyah	4	\$379.92		\$40.00	Price	4	\$836.59		\$250.00
Trenton	4	464.96		20.00	Richardson	4	106.66		40.00
Troup	4	932.07		800.00	Richfield	4	1,000.00		40.00
Uvalde	3	1,800.00	\$164.00	200.00	St. George	4	786.33		100.00
Valley Mills	4	821.14		50.00	Sevier	4	179.31		50.00
Valleyview	4	411.86		70.00	Springville	3	1,100.00	\$92.00	
Van Alstyne	3	1,400.00	264.00	150.00	Stockton	4	375.37		100.00
Velasco	4	629.49		120.00	Thompsons	4	177.20		60.00
Vernon	3	1,700.00	241.00	400.00	Vernal	3	1,100.00	108.00	110.00
Victoria	3	1,900.00	340.00	220.00	West Jordan	4	378.78		40.00
Waelder	4	847.03		40.00	VERMONT.				
Walnut Springs	4	786.26		40.00	Arlington	4	609.57		120.00
Warrenton	4	183.46		100.00	Barton	3	1,500.00	196.00	80.00
Washington	4	146.58		60.00	Beldens	4	287.37		50.00
Waskom	4	317.33		100.00	Bethel	3	1,300.00	150.00	300.00
Weimar	3	1,100.00	160.00	190.00	Bradford	3	1,500.00	331.00	200.00
Wellington	4	267.58		50.00	Brandon	3	1,700.00	208.00	250.00
Wezer	4	117.52		50.00	Bridgewater	4	356.03		50.00
West	3	1,100.00	148.00	60.00	Bristol	3	1,500.00	257.00	250.00
Wharton	3	1,400.00	130.00	200.00	Cambridge Junc- tion	4	177.41		100.00
Whiteflat	4	47.36		40.00	Castleton	4	969.79		80.00
Whitesboro	3	1,300.00	195.00	300.00	Chester	3	1,100.00	144.00	50.00
Whitewright	3	1,600.00	187.00	80.00	Chester Depot	4	604.31		250.00
Whitney	4	1,000.00		150.00	Derbyline	3	1,100.00	155.00	30.00
Willspoint	3	1,400.00	180.00	300.00	East Fairfield	4	446.68		60.00
Winnsboro	3	1,300.00	104.00	100.00	East Shoreham	4	144.22		80.00
Winona	4	225.16		40.00	Enosburg Falls	3	1,300.00	138.00	130.00
Winters	4	293.68		40.00	Essex Junction	3	1,200.00	190.00	120.00
Wolfe City	3	1,400.00	168.00	200.00	Fairfax	4	474.67		60.00
Wortham	4	917.78		90.00	Fairhaven	3	1,700.00	448.00	90.00
Wylie	4	893.37		50.00	Greensborobend	4	349.86		100.00
Yoakum	3	1,700.00	218.00	50.00	Hardwick	3	1,700.00	260.00	60.00
Yorktown	4	1,000.00		100.00	Hydepark	3	1,600.00	150.00	100.00
UTAH.					Island Pond	3	1,300.00	198.00	360.00
American Fork	4	964.67		100.00	Ludlow	3	1,600.00	260.00	40.00
Bingham Canyon	3	1,100.00	221.00		Lyndonville	3	1,800.00	300.00	190.00
Brigham	3	1,400.00	166.00	40.00	Manchester ¹	4	1,000.00		
Burrville	4	76.59		60.00	Manchester Center	4	681.05		140.00
Cache Junction	4	179.07		30.00	Marshfield	4	444.98		120.00
Cannonville	4	99.34		30.00	Middlebury	3	1,800.00	460.00	500.00
Cedar City	4	579.88		150.00	Middlesex	4	292.04		100.00
Charleston	4	126.61		60.00	Morrisville	3	1,800.00	179.00	200.00
Clearlake	4	228.36		50.00	Newport	3	1,800.00	460.00	330.00
Collinston	4	269.31		200.00	North Bennington	3	1,300.00	175.00	
Colton	4	282.45		40.00	Northfield	3	1,800.00	259.00	
Cove	4	70.77		70.00	North Troy	4	731.36		80.00
Eureka	3	1,700.00	338.00	500.00	Oakland	4	62.68		40.00
Fillmore	4	518.93		60.00	Pittsford	4	701.48		70.00
Fort Duchesne	4	398.55		180.00	Plainfield	4	518.91		60.00
Frisco	4	563.02		60.00	Post Mills	4	638.02		40.00
Greenriver	4	243.16		50.00	Poultney	3	1,600.00	254.00	200.00
Heber	4	817.42		60.00	Proctor	3	1,600.00	200.00	
Hinkley	4	288.56		40.00	Putney	3	1,000.00	100.00	
Juab	4	172.42		100.00	Randolph	3	1,700.00	408.00	300.00
Junction	4	141.83		100.00	Richford	3	1,300.00	148.00	100.00
Kelton	4	248.18		100.00	Richmond	4	801.11		200.00
Leeds	4	169.51		100.00	St. Albans Bay	4	225.57		40.00
Lehi City	3	1,000.00	99.00		Saxtons River	3	1,200.00	136.00	120.00
Loa	4	249.28		60.00	Sheldon	4	431.40		40.00
Manti	3	1,200.00	174.00	50.00	Sheldon Junction	4	168.08		50.00
Mendon	4	225.43		40.00	Springfield	3	1,800.00	300.00	100.00
Mercur	3	1,400.00	348.00		Swanton	3	1,600.00	294.00	150.00
Milford	4	480.63		300.00	Townshend	4	533.45		40.00
Miller	4	144.43		140.00	Vergennes	3	1,700.00	310.00	140.00
Moab	4	455.59		20.00	Vershire	4	163.67		40.00
Moroni	4	406.22		40.00	Waterbury	3	1,600.00	360.00	40.00
Mount Pleasant	3	1,100.00	147.00		West Fairlee	4	348.68		50.00
Nephi	3	1,300.00	160.00	40.00	West Rutland	3	1,200.00	130.00	80.00
Oasis	4	205.51		110.00	Wilmington	3	1,400.00	184.00	60.00
Panguitch	4	470.90		160.00	Windsor	3	1,700.00		250.00
Park City	3	1,700.00	420.00	270.00	Winooski ²	3	1,300.00	227.00	
Portage	4	100.23		40.00	Woodstock	3	1,700.00	281.00	300.00

¹\$200 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$67.40 temporary clerk hire, July, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of postmaster July 1, 1901.	Allowances.		Office.	Class.	Salary of postmaster July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
VIRGINIA.					VIRGINIA—cont'd.				
Abingdon	3	\$1,600.00		\$500.00	Chase City	3	\$1,200.00	\$90.00	\$100.00
Admant	4	35.61		40.00	Chatham	3	1,400.00	160.00	600.00
Afton	4	386.00		60.00	Chester	4	288.90		100.00
Alleghany Station	4	191.04		40.00	Chilhowie	4	606.98		40.00
Allisonia	4	273.03		100.00	Christiansburg	3	1,300.00	160.00	400.00
Aluminae	4	225.39		80.00	Churchville	4	236.17		150.00
Amelia	4	532.81		100.00	Clarksville	4	911.61		40.00
Amherst	4	703.44		200.00	Clarkton	4	178.78		80.00
Amos	4	45.01		70.00	Cleveland	4	240.24		140.00
Antlers	4	80.60		40.00	Cliftonforge	3	1,800.00	306.00	600.00
Applegate	4	192.67		70.00	Clinchport	4	245.35		50.00
Aqua	4	117.41		10.00	Clintwood	4	285.04		80.00
Ararat	4	42.71		50.00	Clip	4	46.34		60.00
Ark	4	168.48		100.00	Clover	4	430.53		60.00
Arrington	4	356.20		100.00	Cloverdale	4	220.48		45.00
Arvonia	4	474.96		40.00	Coeburn	4	574.34		80.00
Ashburn	4	309.47		90.00	Columbia	4	465.70		100.00
Ashland	3	1,700.00	\$245.00	100.00	Comorn	4	240.77		40.00
Atlee	4	133.31		120.00	Concord Depot	4	252.88		100.00
Axtion	4	141.65		70.00	Cootes Store	4	116.64		90.00
Aylett	4	198.15		40.00	Copeland	4	79.95		10.00
Baffle	4	29.82		40.00	Covington	3	1,800.00	300.00	600.00
Balham	4	107.35		50.00	Crabbottom	4	139.52		50.00
Barboursville	4	327.16		150.00	Crab Orchard	4	78.39		160.00
Basic City	4	634.89		50.00	Crewe	3	1,100.00	196.00	40.00
Bayard	4	166.94		38.00	Crickethill	4	226.09		50.00
Baywood	4	94.74		40.00	Crimora Station	4	215.05		40.00
Bealeton	4	404.66		60.00	Critz	4	196.05		60.00
Belfield	4	564.76		150.00	Crozet	4	510.51		60.00
Ben	4	88.62		60.00	Culpeper	3	1,600.00	190.00	400.00
Benhur	4	77.26		100.00	Cumberland	4	271.66		60.00
Berkley	3	1,600.00	302.00	40.00	Cumner	4	151.57		180.00
Berryville	3	1,300.00	223.00	300.00	Curve	4	61.32		30.00
Bigstone Gap	3	1,400.00	208.00	40.00	Damascus	4	239.85		60.00
Bigtunnel	4	151.78		40.00	Dayton	4	1,000.00		150.00
Blacksburg	3	1,300.00	138.00	140.00	Delaplane	4	507.90		70.00
Blackstone	3	1,500.00	106.00	300.00	Delcissur	4	94.46		40.00
Blackwater	4	86.74		60.00	Denbigh	4	264.08		40.00
Blad	4	297.96		100.00	Dillwyn	4	325.45		50.00
Bloomtown	4	115.52		80.00	Doehill	4	151.18		50.00
Bloxom	4	323.68		60.00	Dorset	4	49.41		40.00
Bluemont	4	334.37		80.00	Dowell	4	220.31		100.00
Bolt	4	45.62		50.00	Douberbridge	4	76.93		10.00
Boone Mill	4	214.94		100.00	Drakes Branch	4	616.70		40.00
Boston	4	213.07		60.00	Drybridge	4	137.75		40.00
Bowling Green	4	884.76		350.00	Dryfork	4	135.30		80.00
Bowmans	4	99.43		40.00	Dublin	4	745.86		90.00
Boyce	4	397.60		30.00	Duffield	4	144.46		90.00
Boydton	4	1,000.00		70.00	Dugspur	4	49.05		70.00
Boykins	4	471.71		50.00	Dumpe creek	4	36.81		50.00
Brandy Station	4	509.57		100.00	Eaglerock	4	548.47		90.00
Bremobluff	4	280.30		200.00	Eastend	4	321.78		40.00
Brentsville	4	191.67		40.00	East Radford	3	1,100.00	120.00	300.00
Bridgewater	4	893.23		100.00	Eastview	4	24.03		40.00
Broadway	4	573.76		70.00	Edenburg	4	660.68		100.00
Brodnax	4	248.92		40.00	Edgehill	4	121.43		50.00
Brooke	4	248.17		80.00	Edgerton	4	157.09		90.00
Brookneal	4	384.93		40.00	Eggleston	4	273.76		60.00
Buchanan	4	752.73		200.00	Elba	4	281.37		250.00
Buckingham	4	283.38		100.00	Elk creek	4	124.76		100.00
Buenavista	3	1,400.00	223.00		Elkhill	4	200.55		100.00
Bundick	4	122.64		50.00	Elkton	4	723.09		120.00
Burkeville	4	822.36		180.00	Ellerson	4	177.59		50.00
Burwellville	4	40.40		100.00	Ellis	4	191.22		40.00
Callands	4	122.57		170.00	Emporia	4	929.54		200.00
Callaway	4	151.78		40.00	Ewing	4	191.58		40.00
Calverton	4	316.56		130.00	Exmore	4	480.33		200.00
Cambria	4	607.03		200.00	Fabers Mills	4	165.82		40.00
Cape Charles	3	1,200.00	125.00	300.00	Fairfax	4	668.25		50.00
Cartersville	4	330.97		100.00	Fancygap	4	38.41		60.00
Caskie	4	34.79		40.00	Farmville	3	1,700.00	250.00	500.00
Castlewood	4	230.70		50.00	Farnham	4	128.90		40.00
Cedarbluff	4	329.35		120.00	Ferrum	4	230.01		140.00
Ceres	4	189.80		40.00	Fincastle	4	821.08		60.00
Charlie Hope	4	189.50		50.00	Finchley	4	76.27		50.00

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
VIRGINIA—cont'd.					VIRGINIA—cont'd.				
Finneys Sliding	4	\$285.66		\$100.00	Lester Manor	4	\$219.21		\$300.00
Finneywood	4	108.87		40.00	Lewinsville	4	181.98		50.00
Fishersville	4	342.92		40.00	Linville Depot	4	103.32		50.00
Floyd	4	635.48		500.00	Little River	4	48.07		40.00
Fort Defiance	4	254.35		50.00	Locusthill	4	213.17		60.00
Fort Myer	4	701.21		400.00	Longdale	4	456.46		70.00
Fortress Monroe	3	1,800.00		2,100.00	Louisa	4	962.25		60.00
Franklin	3	1,400.00	\$224.00	100.00	Lunenburg	4	200.19		80.00
Fredericks Hall	4	386.23		80.00	Luray	3	1,500.00	\$254.00	300.00
Freeshade	4	84.20		70.00	Lurich	4	149.52		70.00
Front Royal	3	1,500.00	252.00	230.00	Lynch Station	4	431.39		90.00
Gainesville	4	292.79		120.00	McDowell	4	253.65		100.00
Gala	4	242.00		40.00	McRaes	4	122.90		100.00
Gate City	4	761.99		200.00	Madison	4	446.70		100.00
Gladehill	4	206.45		40.00	Maldens	4	217.12		40.00
Glade Spring	4	838.51		200.00	Manassas	3	1,200.00	127.00	70.00
Gladys	4	236.58		30.00	Marion	3	1,500.00	300.00	320.00
Glenallen	3	1,000.00	60.00	40.00	Marshall	4	544.37		60.00
Gloucester	4	524.12		200.00	Martinsville	3	1,700.00	228.00	500.00
Gloucester Point	4	246.76		100.00	Mathews	4	643.92		120.00
Goochland	4	204.30		100.00	Mattoax	4	190.70		80.00
Goodes	4	182.10		40.00	Max Meadows	4	478.79		50.00
Gordonsville	3	1,100.00	183.00	90.00	Meadowcreek	4	29.92		60.00
Grafton	4	251.06		70.00	Meadowdale	4	78.02		50.00
Graham	3	1,100.00	78.00		Meherrin	4	462.20		120.00
Grant	4	184.07		90.00	Mendota	4	272.54		60.00
Greenbay	4	268.83		80.00	Merrypoint	4	275.89		100.00
Greendale	4	116.08		70.00	Middletown	4	487.82		40.00
Greenmount	4	45.94		30.00	Millford	4	293.48		100.00
Grottoes	4	439.34		80.00	Millboro	4	490.45		200.00
Grundy	4	300.25		60.00	Millboro Spring	4	279.75		120.00
Guineys	4	277.64		30.00	Millenbeck	4	292.28		140.00
Hagan	4	94.31		40.00	Millers Tavern	4	145.12		60.00
Hallwood	4	259.15		50.00	Millgap	4	69.91		60.00
Handsom	4	206.86		10.00	Minerun	4	91.92		40.00
Hanover	4	278.09		180.00	Minerva	4	40.99		100.00
Hansonville	4	107.54		40.00	Mirafork	4	94.68		30.00
Haymarket	4	468.90		40.00	Mitchells	4	334.10		50.00
Heathsville	4	367.57		120.00	Monarat	4	183.71		20.00
Herdon	4	704.49		100.00	Monasakon	4	170.74		80.00
Hicks Wharf	4	185.55		30.00	Monterey	4	560.37		200.00
Hightown	4	84.89		50.00	Moormans River	4	251.00		30.00
Hillsville	4	458.17		480.00	Mosleys Junction	4	152.68		40.00
Holston	4	81.71		50.00	Mossing Ford	4	130.17		80.00
Hortons Summit	4	165.42		180.00	Motleys	4	105.32		40.00
Hot Springs	3	1,700.00	184.00	200.00	Mountain Grove	4	168.80		100.00
Houston	4	876.86		100.00	Mountain Valley	4	72.25		40.00
Hurt	4	190.06		130.00	Mount Jackson	4	892.01		100.00
Independence	4	367.63		480.00	Mouth of Wilson	4	151.69		300.00
Inman	4	193.29		60.00	Narrows	4	577.87		60.00
Irvington	4	452.58		90.00	Naruna	4	155.99		40.00
Irwin	4	211.15		40.00	Nassawadox	4	350.09		60.00
Ivanhoe	4	525.33		60.00	Nathalle	4	231.83		160.00
Ivor	4	379.47		100.00	National Soldiers' Home	3	1,200.00		280.00
Jacks Mill	4	86.21		60.00	New Canton	4	370.61		140.00
Jarratt	4	373.26		40.00	Newcastle	4	519.24		120.00
Jeffers	4	269.80		80.00	New Glasgow	4	157.46		40.00
Jettersville	4	303.28		60.00	Newmarket	4	868.81		150.00
Jonesville	4	522.68		170.00	Newport	4	312.81		80.00
Keller	4	356.22		110.00	News Ferry	4	247.49		100.00
Keswick	4	354.09		50.00	Newsoms	4	325.96		40.00
Keysville	4	729.24		160.00	Newtown	4	151.39		60.00
Kilmarnock	4	384.98		50.00	Nickelsville	4	94.31		60.00
King George	4	248.81		100.00	Nokesville	4	292.94		40.00
King William	4	210.22		40.00	North Garden	4	230.27		150.00
Kinsale	4	341.00		40.00	North River	4	141.59		60.00
Lacrosse	4	284.30		40.00	North Tazewell	4	543.33		50.00
Lawrenceville	3	1,200.00	80.00	100.00	Norton	4	999.69		120.00
Lebanon	4	547.49		130.00	Oakgrove	4	252.92		100.00
Lee	4	113.98		70.00	Oakridge	4	367.60		100.00
Leedstown	4	189.07		80.00	Oldtown	4	203.13		100.00
Leehall	4	251.03		150.00	Olinger	4	199.62		90.00
Leesburg	3	1,600.00	216.00	300.00	Onancock	3	1,200.00	76.00	120.00
Lealie	4	68.73		30.00					

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
VIRGINIA—cont'd.					VIRGINIA—cont'd.				
Ontario.....	4	\$155.86		\$60.00	Springwood.....	4	\$289.68		\$40.00
Orange.....	3	1,400.00	\$150.00	\$20.00	Stafford.....	4	238.11		60.00
Orb.....	4	85.12		90.00	Standardsville.....	4	366.15		120.00
Osso.....	4	90.54		40.00	Stanleyton.....	4	366.11		60.00
Owens.....	4	97.40		70.00	Sterling.....	4	413.46		80.00
Paintbank.....	4	107.30		40.00	Stickleyville.....	4	65.67		40.00
Pamplin City.....	4	479.13		250.00	Stockton.....	4	79.02		50.00
Parksley.....	4	613.30		300.00	Stonega.....	4	763.22		110.00
Parr.....	4	35.19		40.00	Stonycreek.....	4	180.00		180.00
Pattonsburg.....	4	79.56		40.00	Stormont.....	4	151.96		70.00
Pearlsburg.....	4	618.99		30.00	Stuart.....	4	585.77		150.00
Penhook.....	4	139.95		70.00	Sugargrove.....	4	100.62		80.00
Pennington Gap.....	4	587.50		100.00	Surry.....	4	339.31		70.00
Penola.....	4	236.64		300.00	Sutherland.....	4	214.86		60.00
Pernello.....	4	59.23		90.00	Swetnam.....	4	292.75		90.00
Peytonsburg.....	4	106.88		40.00	Sycamore Station.....	4	64.44		20.00
Phoebeus.....	3	1,200.00	196.00	600.00	Tappahannock.....	4	497.84		200.00
Pilot.....	4	113.48		90.00	Tazewell.....	3	1,400.00	\$98.00	200.00
Pipers Gap.....	4	65.89		80.00	Terrys Fork.....	4	90.42		50.00
Pocahontas.....	3	1,400.00	275.00	40.00	Thaxton.....	4	489.85		70.00
Point Pleasant.....	4	82.64		30.00	The Plains.....	4	532.52		80.00
Poplarhill.....	4	102.81		40.00	Timberidge.....	4	285.50		30.00
Port Conway.....	4	104.99		60.00	Toano.....	4	332.35		80.00
Port Republic.....	4	270.80		20.00	Toashes.....	4	105.86		20.00
Port Royal.....	4	348.39		60.00	Trevilians.....	4	296.06		100.00
Potomac.....	4	225.34		90.00	Tunstall.....	4	202.39		50.00
Pound.....	4	150.78		110.00	Turbeville.....	4	148.56		40.00
Powhatan.....	4	253.09		40.00	Turkeycove.....	4	98.14		230.00
Priddys.....	4	115.32		40.00	Unionhall.....	4	218.71		100.00
Providence Forge.....	4	220.66		30.00	Unionville.....	4	237.03		70.00
Pulaski City.....	3	1,600.00	260.00	200.00	Urbanna.....	4	490.85		150.00
Pungoteague.....	4	310.39		150.00	Vanderpool.....	4	45.77		60.00
Purcellville.....	4	874.81		150.00	Vaucluse Station.....	4	102.10		40.00
Radford.....	3	1,100.00	120.00		Vera.....	4	180.75		40.00
Randolph.....	4	258.56		70.00	Vernonhill.....	4	80.29		40.00
Rapidan.....	4	542.90		60.00	Vicar Switch.....	4	175.01		40.00
Raven.....	4	290.34		100.00	Vienna.....	4	478.08		120.00
Reedville.....	4	437.02		120.00	Vinita.....	4	82.61		40.00
Republican Grove.....	4	107.33		50.00	Virginia.....	4	539.02		50.00
Riner.....	4	219.18		40.00	Virginia Beach ¹	4	825.01		150.00
Ringgold.....	4	128.24		40.00	Wakefield Station.....	4	981.26		40.00
Rochelle.....	4	144.11		40.00	Wareneck.....	4	281.68		200.00
Rockfish Depot.....	4	262.02		110.00	Warm Springs.....	4	617.61		60.00
Rockygap.....	4	63.43		40.00	Warren.....	3	1,700.00	\$48.00	450.00
Rockymount.....	4	925.39		360.00	Warrenton.....	4	519.01		200.00
Rosehill.....	4	132.25		40.00	Warsaw.....	4	570.38		80.00
Rural Retreat.....	4	887.04		100.00	Waterford.....	4	50.86		150.00
Rustburg.....	4	340.86		60.00	Wattsboro.....	4	856.85		150.00
Rutherglen.....	4	271.71		60.00	Waverly.....	3	1,500.00	\$25.00	150.00
Salem.....	3	1,800.00	360.00	70.00	Waynesboro.....	4	110.94		70.00
Saltville.....	4	983.60		120.00	Welford.....	4	132.44		50.00
Saluda.....	4	294.56		150.00	Wenona.....	4	509.72		120.00
Sandidges.....	4	162.51		40.00	West Appomattox.....	4	112.64		50.00
Scottsburg.....	4	371.94		60.00	Westpoint.....	4	1,000.00		300.00
Shackelfords.....	4	156.95		300.00	Westview.....	4	93.40		40.00
Shack Mills.....	4	55.76		100.00	Weyers Cave.....	4	236.55		40.00
Shawsville.....	4	50.72		100.00	Whiteplains.....	4	302.72		40.00
Shenandoah.....	3	1,300.00	180.00	30.00	Whitepost.....	4	289.34		40.00
Shenandoah Alum Springs.....	4	40.03		40.00	Whitstone.....	4	331.32		80.00
Sheppards.....	4	126.53		50.00	Whitlock.....	4	155.31		50.00
Shiloh.....	4	164.46		40.00	Whittles Depot.....	4	67.92		40.00
Simmons ville.....	4	117.84		40.00	Wicomico Church.....	4	338.14		40.00
Simpsons.....	4	77.00		40.00	Widewater.....	4	214.83		80.00
Skippers.....	4	189.39		50.00	Williamsburg.....	3	1,400.00	118.00	60.00
Smithfield.....	3	1,300.00	198.00	400.00	Williams Wharf.....	4	135.21		120.00
Smithville.....	4	636.54		60.00	Windsor Station.....	4	577.38		70.00
Somerset.....	4	488.63		150.00	Wingina.....	4	310.63		100.00
Soudan.....	4	143.79		40.00	Winston.....	4	192.87		60.00
South Boston.....	3	1,700.00	294.00	350.00	Wise.....	4	627.15		50.00
South Hill.....	4	324.91		100.00	Woodbridge.....	4	137.88		60.00
Spears Ferry.....	4	96.72		40.00	Woodlawn.....	4	129.96		150.00
Spotylvania.....	4	242.45		60.00	Woodstock.....	3	1,400.00	165.00	500.00
Springman.....	4	86.70		30.00	Wytheville.....	3	1,700.00	357.00	

¹ \$45 temporary clerk hire, June 1 to Aug. 31, 1901.

Allowances in third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
VIRGINIA—cont'd.					WASHINGTON—continued.				
Yorktown	4	\$385.77		\$100.00	Sedro Woolley	3	\$1,200.00	\$190.00	\$130.00
Zuni	4	311.97		40.00	Shelton	3	1,100.00	157.00	90.00
WASHINGTON.					Silvercreek	4	67.80		60.00
Adna	4	175.55		30.00	Snohomish	3	1,600.00	294.00	140.00
Anacortes	3	1,100.00	\$170.00	50.00	Southbend	3	1,400.00	235.00	40.00
Arlington	4	1,000.00		70.00	Spanaway	4	248.14		40.00
Asotin	4	667.73		80.00	Sprague	3	1,100.00	254.00	30.00
Ballard	3	1,600.00	160.00		Springdale	4	370.90		40.00
Benston	4	48.56		40.00	Starbuck	4	605.20		40.00
Blaine	3	1,100.00	72.00	140.00	Stevenson	4	273.96		40.00
Brewster	4	388.44		350.00	Sumas	4	637.74		20.00
Bridgeport	4	235.43		60.00	Sunnyside	4	564.66		40.00
Caples	4	50.61		70.00	Tekoa	3	1,000.00	152.00	70.00
Carbonado	4	728.93		300.00	Toppenish	4	461.97		50.00
Castlerock	4	905.28		100.00	Vancouver	3	1,700.00	358.00	500.00
Centralia	3	1,600.00	277.00	90.00	Waitsburg	3	1,300.00	168.00	
Chehalis	3	1,700.00	294.00	250.00	Waterville	4	979.36		40.00
Chelan	4	497.60		100.00	Wenatchee	3	1,200.00	198.00	270.00
Cheney	3	1,100.00	164.00		Wilbur	3	1,300.00	196.00	360.00
Clallam	4	92.24		50.00	Winlock	4	698.18		150.00
Cle Elum	4	583.03		50.00	Zillah	4	454.53		40.00
Colville	3	1,300.00	155.00	40.00	WEST VIRGINIA.				
Cosmopolis	3	1,000.00	162.00		Academy	4	509.41		100.00
Coulee City	4	350.95		300.00	Acme	4	250.03		100.00
Davenport	3	1,600.00	174.00	60.00	Addison	4	479.13		90.00
Dayton	3	1,700.00	198.00	600.00	Albright	4	248.52		90.00
East Clallam	4	199.53		100.00	Alderson	3	1,200.00	155.00	300.00
Elbe	4	84.94		40.00	Alma	4	322.87		100.00
Ellensburg	3	1,800.00	331.00		Amos	4	554.69		40.00
Fairhaven	3	1,900.00	314.00	50.00	Ansted	4	617.16		100.00
Garfield	4	1,000.00		100.00	Arbuckle	4	142.82		100.00
Goldendale	3	1,100.00	169.00	150.00	Arnoldsburg	4	213.06		200.00
Hadlock	4	350.03		40.00	Athens	4	485.23		40.00
Hartford	4	251.34		100.00	Auburn	4	350.85		40.00
Hoquiam	3	1,800.00	248.00	200.00	Baileysville	4	210.21		100.00
Houghton	4	98.46		20.00	Barboursville	4	561.39		70.00
Ilwaco	4	860.40		70.00	Barrackville	4	175.45		100.00
Kelso	4	879.30		80.00	Beckley	4	789.24		240.00
Kerns	4	130.87		100.00	Beech	4	42.89		70.00
Lacconner	3	1,000.00	144.00		Belington	4	776.91		100.00
Lacrose	4	242.41		40.00	Belleville	4	273.07		90.00
Lakebay	4	68.69		40.00	Belva	4	310.39		200.00
Leavenworth	4	706.51		40.00	Berkeley Springs ²	4	1,000.00		120.00
Longbeach ¹	4	400.89			Beverly	4	779.34		150.00
Mabton	4	299.49		40.00	Blacksville	4	269.52		50.00
Milan	4	342.49		30.00	Bramwell	3	1,200.00	132.00	
Monroe	4	523.28		40.00	Brandonville	4	143.02		60.00
Montesano	3	1,400.00	250.00	40.00	Brosius	4	99.21		40.00
Mount Vernon	3	1,400.00	196.00	50.00	Buckhannon	3	1,700.00	331.00	500.00
Nahcotta	4	417.62		100.00	Buffalo	4	465.72		100.00
Northport	3	1,300.00	180.00	40.00	Burlington	4	267.15		100.00
Oakdale	3	1,200.00	196.00	60.00	Burnsville	4	383.55		150.00
Oakville	4	340.40		40.00	Burton	4	211.37		200.00
Orondo	4	190.07		100.00	Cairo	3	1,200.00	89.00	300.00
Palouse	3	1,500.00	250.00		Cameron	3	1,000.00		350.00
Pasco	4	574.57		40.00	Capon Bridge	4	247.50		90.00
Pomeroy	3	1,400.00	186.00	250.00	Charlestown	3	1,800.00	400.00	200.00
Port Angeles	3	1,500.00	250.00	70.00	Cherryrun	4	203.55		150.00
Port Crescent	4	273.90		40.00	Clay	4	557.55		100.00
Port Madison	4	117.63		40.00	Clearcreek	4	147.67		40.00
Port Townsend	3	1,700.00		750.00	Clifton	4	265.41		120.00
Port Williams	4	134.15		40.00	Coalburg	4	250.32		140.00
Prescott	4	422.02		40.00	Coopers	4	423.82		40.00
Pullman	3	1,700.00	281.00	450.00	Cottonhill	4	119.86		100.00
Puyallup	3	1,300.00	200.00		Covecreek	4	28.36		60.00
Reardan	4	641.99		60.00	Cowen	4	469.42		150.00
Republic	3	1,700.00	304.00		Crawley	4	75.56		80.00
Ritzville	3	1,600.00	140.00		Davis	3	1,500.00	256.00	80.00
Rochester	4	183.47		40.00	Deepwater	4	200.19		40.00
Rockford	4	707.71		40.00	Dingess	4	508.95		50.00
Roslyn	3	1,400.00	254.00		Drycreek	4	112.42		50.00
Satop	4	239.32		80.00					

¹\$100 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$75 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post-master July 1, 1901.	Allowances.		Office.	Class.	Salary of post-master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separating service.				Rent, fuel, and light.	Clerk hire for separating service.
WEST VIRGINIA—continued.					WEST VIRGINIA—continued.				
Duffields	4	\$202.70		\$40.00	Masontown	4	\$200.85		\$40.00
Duhring		280.93		40.00	Matewan	4	377.62		40.00
Edgerton		198.47		30.00	Meadowbluff	4	157.94		80.00
Edray	4	100.85		110.00	Meadowcreek Station	4			60.00
Elizabeth		569.51		100.00	Middlebourne	4	434.13		60.00
Elk Garden		644.36		40.00	Millwood	4	681.42		170.00
Elkins	3	1,800.00	\$260.00	390.00	Milton	4	288.09		150.00
Ellenboro		397.64		240.00	Mineralwells	4	603.27		150.00
Erbacon	4	236.33		60.00	Mingo	4	55.67		60.00
Fairfax	4	151.18		40.00	Monongah	4	210.98		40.00
Falling Spring		351.99		40.00	Monroe	4	908.93		40.00
Fayette	4	393.09		100.00	Montgomery	3	88.66		40.00
Fayetteville	4	803.70		40.00	Moorefield	3	1,400.00	\$206.00	
Fetterman	4	203.52		50.00	Morgans Glade	4	727.12		80.00
Flemington	4	434.17		130.00	Mount Carbon	4	22.31		40.00
Fort Spring	4	825.93		100.00	Munson	4	440.63		90.00
Foss	4	70.54		90.00	Murrayville	4	133.31		60.00
Fountain Spring	4	44.00		60.00	New Cumberland ¹	3	107.63		40.00
Franklin	4	500.91		70.00	Newhaven	4	1,700.00	244.00	80.00
Friendly	4	396.82		100.00	New Martinsville	3	270.53		50.00
Gauley Bridge	4	427.19		150.00	New Richmond	4	1,700.00	250.00	400.00
Glenville	4	757.69		230.00	Nuttallburg	4	216.19		70.00
Glenwood	4	232.71		30.00	Oakvale	4	563.78		110.00
Gormanias	4	492.73		60.00	Oceana	4	252.50		50.00
Grantsville	4	450.29		150.00	Ona	4	292.99		100.00
Greenspring	4	275.45		260.00	Opekiska	4	306.30		130.00
Greenville	4	269.03		50.00	Packs Ferry	4	156.67		90.00
Guyandotte	4	595.74		100.00	Parsons	4	65.44		120.00
Hallsville	4	321.93		150.00	Pennsboro	3	936.17		60.00
Harman	4	265.16		60.00	Petersburg	4	1,000.00	113.00	300.00
Harpers Ferry	3	1,100.00	142.00	600.00	Petersburg	4	516.40		150.00
Harrisville	4	1,000.00		240.00	Peterstown	4	253.66		120.00
Hawksnest	4	264.90		120.00	Petroleum	4	286.18		80.00
Hebron	4	240.08		130.00	Philippi	3	1,200.00	145.00	220.00
Hedgeville	4	402.78		90.00	Pickens	4	367.19		40.00
Hendricks	4	512.23		150.00	Piedmont	3	1,700.00	300.00	800.00
Hernshaw	4	240.65		130.00	Pinegrove	4	689.65		50.00
Hinton	3	1,700.00	400.00	1,200.00	Pineville	4	130.91		260.00
Hundred	4	531.56		50.00	Point Pleasant	3	1,600.00	275.00	210.00
Huntersville	4	264.36		300.00	Prince	4	485.10		100.00
Huttonsville	4	400.78		180.00	Princeton	4	584.86		200.00
Iaeger	4	360.43		40.00	Randall	4	434.95		140.00
Independence	4	357.52		50.00	Ravenrock	4	246.49		80.00
Ingleide	4	184.75		40.00	Ravenswood	3	1,800.00	141.00	400.00
Janelew	4	355.96		120.00	Redhouse Shoals	4	347.76		100.00
Jesse	4	26.04		30.00	Red Sulphur Springs	4	265.26		90.00
Josiah	4	158.22		60.00	Reedy	4	347.37		60.00
Kearneysville	4	822.47		200.00	Reedyripple	4	217.58		60.00
Keenan	4	73.51		40.00	Ridgeville	4	116.30		40.00
Kenova	4	840.20		250.00	Ripley	4	962.08		200.00
Keyser	3	1,600.00	220.00	700.00	Romney	3	1,200.00	45.00	140.00
Keystone	4	997.87		50.00	Ronceverte	3	1,500.00	300.00	250.00
Kingwood	4	1,000.00		150.00	Rowlesburg	4	718.87		130.00
Lanes Bottom	4	706.26		100.00	Rupert	4	141.15		60.00
Lashmeet	4	61.13		20.00	St. Albans	4	989.32		100.00
Lenox	4	50.70		40.00	St. Marys	3	1,600.00	200.00	180.00
Letaft	4	326.64		50.00	Salem	3	1,300.00	170.00	110.00
Lewistown	3	1,400.00	250.00	400.00	Sandyville	4	218.76		70.00
Lewisburg	4	203.20		100.00	Sewell	4	608.95		100.00
Lindsie	4	254.32		80.00	Shenandoah Junction	4	366.04		40.00
Littleton	4	218.22		100.00	Shepherdstown	3	1,200.00	190.00	40.00
Littleton	4	571.11		100.00	Silverton	4	112.28		40.00
Lockwood	4	116.54		70.00	Smithville	4	170.01		150.00
Logan	4	658.99		100.00	Southbranch depot	4	133.85		70.00
Looneyville	4	92.86		40.00	Spanishburg	4	78.29		40.00
Lostcreek	4	283.46		170.00	Spencer	3	1,800.00	185.00	500.00
Lowell	4	249.33		100.00	Summersville	4	454.67		170.00
Mable	4	235.66		40.00	Sutton	3	1,000.00	80.00	180.00
Macfarlan	4	196.00		120.00	Sweetsprings ²	4	348.10		
Mammoth	4	504.92		90.00	Terra Alta	3	1,200.00	138.00	260.00
Mannington	3	1,800.00	302.00	450.00	Thomas	3	1,100.00	196.00	
Marlington	4	801.93		500.00					
Marmet	4	306.10		200.00					

¹\$100 temporary clerk hire, July 1 to Sept. 30, 1901.²\$50 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
WEST VIRGINIA— continued.					WISCONSIN— continued.				
Thurmond	4	\$1,000.00		\$150.00	Clinton	3	\$1,500.00	\$277.00	\$110.00
Tipton	4	70.88		100.00	Clintonville	3	1,600.00	217.00	60.00
Tollgate	4	183.89		100.00	Cobb	4	402.99		40.00
Travelers Repose	4	95.43		20.00	Coloma Station	4	412.51		70.00
Tunnelton	4	636.46		300.00	Columbus	3	1,700.00	290.00	
Twiggs	4	98.44		50.00	Cuba	4	595.62		40.00
Union	4	74.55		40.00	Cudahy	3	1,600.00	220.00	
Union	4	687.92		150.00	Cumberland	3	1,300.00	234.00	20.00
Valleypoint	4	138.00		30.00	Darlington	3	1,600.00	294.00	80.00
Wadestown	4	231.36		50.00	Delavan ²	3	1,800.00	356.00	
Walker	4	186.49		60.00	Depere	3	1,700.00	331.00	100.00
Wallace	4	572.75		60.00	De Soto	4	534.93		76.00
Walton	4	194.65		150.00	Dodgeville	3	1,600.00	304.00	270.00
Wardensville	4	337.72		140.00	Dousman	4	894.88		40.00
Watson	4	460.64		80.00	Downsville	4	291.37		40.00
Waverly	4	541.12		60.00	Dundas	4	186.64		40.00
Wayne	4	482.08		150.00	Durand	3	1,300.00	164.00	150.00
Welch	4	1,000.00		130.00	Eagle	4	681.94		40.00
Wellsburg	3	1,700.00	\$300.00	80.00	Edgerton	3	1,600.00	304.00	250.00
Weston	3	1,800.00	456.00	1,000.00	Edmund	4	266.29		40.00
West Union	3	1,200.00	115.00	300.00	Elan ¹	4	264.90		70.00
White Sulphur Springs ¹	4	930.34		80.00	Elcho	4	253.53		40.00
Williamson	4	1,000.00		350.00	Elkhorn	3	1,800.00	250.00	120.00
Williamstown	4	517.07		40.00	Ellsworth	3	1,200.00	174.00	200.00
Wilsonburg	4	347.98		100.00	Elroy	3	1,400.00	191.00	140.00
Winfield	4	547.50		50.00	Emerald	4	284.19		40.00
WISCONSIN.					Evansville	3	1,600.00	260.00	300.00
Abbotsford	4	731.69		50.00	Excelsior	4	231.49		40.00
Algona	3	1,100.00	174.00	160.00	Fairchild	3	1,200.00	166.00	170.00
Alma	3	1,100.00	118.00	120.00	Fennimore	4	1,000.00		100.00
Alma Center	4	618.44		40.00	Ferryville	4	255.64		70.00
Amery	4	928.60		40.00	Florence	3	1,100.00	140.00	40.00
Amherst Junction	4	280.09		100.00	Forest Junction	4	298.23		40.00
Angelica	4	166.24		100.00	Fountain City	4	736.24		70.00
Arcadia	3	1,200.00	142.00		Foxlake	3	1,100.00	175.00	
Arena	4	440.88		80.00	Foxriver	4	52.96		40.00
Augusta	3	1,400.00	228.00		Franklin	4	202.70		60.00
Baldwin	3	1,100.00	164.00	100.00	Franksville	4	261.96		50.00
Barron	3	1,500.00	194.00	30.00	Friendship	4	480.38		40.00
Basco	4	116.83		50.00	Fulton	4	197.97		40.00
Bayfield	3	1,300.00	196.00		Galesville	3	1,100.00	144.00	80.00
Beetown	4	203.32		50.00	Genesee Depot	4	188.51		40.00
Belleville	4	818.07		120.00	Gillett	4	569.05		60.00
Benton	4	474.49		100.00	Gilmanton	4	223.49		40.00
Black River Falls	3	1,600.00	289.00	300.00	Glenbeulah	4	364.02		40.00
Blanchardville	4	691.26		80.00	Glenwood	3	1,000.00	164.00	
Bloomer	3	1,100.00	196.00		Grand Rapids	3	1,600.00	240.00	150.00
Bluemounds	4	336.98		50.00	Granton	4	426.12		40.00
Boaz	4	259.80		140.00	Grantsburg	4	1,000.00		230.00
Boscobel	3	1,500.00	200.00	140.00	Granville	4	125.32		200.00
Boycerville	4	315.21		30.00	Greenleaf	4	310.22		50.00
Boyd	4	626.32		40.00	Hartford	3	1,400.00	221.00	
Bridgeport	4	143.12		50.00	Hayward	3	1,600.00	181.00	40.00
Brodhead	3	1,500.00	242.00	70.00	Heafield	4	70.32		40.00
Brookfield	4	217.44		70.00	Heart Prairie	4	101.38		40.00
Brooklyn	4	601.77		40.00	Hedgehog	4	71.43		30.00
Bruce	4	667.43		40.00	Hillsboro	4	893.46		50.00
Burlington	3	1,800.00	360.00	290.00	Horicon	3	1,200.00	140.00	
Cadott	4	981.73		90.00	Hortonville	4	981.08		40.00
Caledonia	4	116.59		60.00	Hudson	3	1,800.00	350.00	90.00
Cambridge	4	821.71		40.00	Hunting	3	1,19.45		100.00
Cameron	4	586.53		80.00	Hurley	3	1,400.00	250.00	200.00
Camp Douglas	4	643.18		30.00	Iola	4	782.98		120.00
Cartwright	4	492.61		80.00	Iron River	3	1,400.00	94.00	
Cecil	4	399.77		40.00	Jefferson	3	1,700.00	254.00	100.00
Cedarburg	4	1,000.00		100.00	Joel	4	90.25		40.00
Centralia	3	1,400.00	168.00	50.00	Juda	4	412.68		60.00
Chetek	4	864.88		50.00	Junction	4	366.32		50.00
Chilton	3	1,400.00	126.00	180.00	Juneau	3	1,200.00	164.00	40.00
Clearlake	4	692.98		40.00	Kaukauna	3	1,500.00	277.00	
Cleveland	4	226.88		90.00	Kewaunee	3	1,400.00	196.00	100.00
					Kiel	3	1,000.00	136.00	120.00
					Kilbourn	3	1,600.00	227.00	200.00
					Klevenville	4	106.52		40.00

¹\$200 temporary clerk hire, July 1 to Sept. 30, 1901.

²\$150 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for sepa- rating service.				Rent, fuel, and light.	Clerk hire for sepa- rating service.
WISCONSIN—cont'd.					WISCONSIN—cont'd.				
Lafarge	4	8564.17		\$40.00	Saratoga	4	\$77.87		\$40.00
Lake Beulah	4	238.77		50.00	Sauk City	4	747.54		100.00
Lake Geneva ¹	3	1,800.00	\$410.00	200.00	Seymour	3	1,100.00	\$128.00	140.00
Lakemills	3	1,500.00	250.00	40.00	Sharon	3	1,300.00	194.00	
Lancaster	3	1,600.00	270.00	250.00	Shawano	3	1,600.00	280.00	300.00
Lavalle	4	554.61		80.00	Sheboygan Falls	3	1,600.00	173.00	
Lena	4	518.18		100.00	Shell Lake	3	1,200.00	215.00	50.00
Lodi	3	1,500.00	260.00		Sheridan	4	258.48		40.00
Lonerock	4	521.06		200.00	Shiocton	4	519.96		90.00
Louisburg	4	90.72		20.00	Shullsburg	3	1,200.00	180.00	
Luxemburg	4	205.88		70.00	Soldiers Grove	4	677.72		80.00
Lynxville	4	275.91		100.00	South Kaukauna	3	1,400.00	250.00	
Maiden Rock	4	604.49		150.00	South Milwaukee	3	1,400.00	300.00	
Malone	4	88.49		100.00	South Superior	3	1,200.00	136.00	
Manawa	4	789.51		30.00	Springfield	4	274.55		100.00
Marengo	4	184.61		40.00	Springgreen	3	1,200.00	174.00	210.00
Marion	4	877.24		50.00	Springvalley	3	1,000.00	164.00	100.00
Mauston	3	1,600.00	295.00	60.00	Stanley	3	1,400.00	226.00	
Mayville	3	1,300.00	196.00		Stitzer	4	298.94		40.00
Mazomanie	3	1,000.00	144.00		Stockholm	4	398.38		60.00
Medford	3	1,600.00	315.00	170.00	Stoughton	3	1,900.00	358.00	70.00
Melrose	4	464.24		40.00	Sturgeon Bay	3	1,600.00	277.00	400.00
Menasha	3	1,900.00	360.00		Sun Prairie	3	1,100.00	125.00	30.00
Menekaunee	3	1,100.00	166.00		Superior	3	1,700.00	300.00	50.00
Merrillan	4	887.88		130.00	Tomah	3	1,700.00	204.00	70.00
Midway	4	103.80		40.00	Tomahawk	3	1,500.00	288.00	
Milton	3	1,200.00	100.00		Troy Center	4	245.38		40.00
Milton Junction	3	1,000.00	115.00		Turtle Lake	4	590.81		40.00
Mineralpoint	3	1,600.00	354.00	50.00	Two Rivers	3	1,600.00	230.00	240.00
Mondovi	3	1,200.00	171.00		Underhill	4	31.98		60.00
Monico	4	379.34		130.00	Union Center	4	315.17		150.00
Montello	4	852.02		120.00	Union Grove	4	808.64		40.00
Monticello	4	920.57		40.00	Viola	4	872.93		40.00
Mount Horeb	4	964.63		130.00	Viroqua	3	1,700.00	352.00	500.00
Muscoda	4	849.04		100.00	Washburn	3	1,700.00	304.00	
Nashotah	4	487.04		70.00	Waterloo	3	1,300.00	196.00	
Necedah	3	1,200.00	166.00	150.00	Waupun	3	1,800.00	333.00	40.00
Neillsville	3	1,600.00	294.00	250.00	Wautoma	4	773.29		80.00
Nekoosa	4	698.11		40.00	Wauzeka	4	486.65		120.00
Nelson	4	256.05		40.00	Welcome	4	528.96		40.00
New Lisbon	3	1,300.00	160.00	670.00	Westbend	3	1,400.00	199.00	
New London	3	1,600.00	348.00	70.00	West Depere	3	1,100.00	194.00	
New Richmond	3	1,600.00	256.00	80.00	Western Union	4	211.10		50.00
North Menomonee	4	256.34		40.00	West Salem	3	1,100.00	116.00	120.00
Norwalk	4	546.24		150.00	Weyauwega	3	1,200.00	194.00	100.00
Oconomowoc	3	1,800.00	358.00	200.00	Whitehall	3	1,000.00	174.00	100.00
Oconto	3	1,900.00	240.00	100.00	Whitemound	4	88.93		40.00
Omro	3	1,200.00	174.00	70.00	Williams Bay	4	827.10		40.00
Onalaska	4	774.83		40.00	Withee	4	482.35		40.00
Orange	4	144.41		40.00	Wittenberg	3	1,000.00	92.00	
Oregon	4	902.24		30.00	Wonewoc	3	1,300.00	194.00	80.00
Orfordville	4	673.23		40.00	Woodland	4	252.48		100.00
Palmyra	4	1,000.00		280.00	Woodman	4	113.39		76.00
Pelican Lake	4	242.77		160.00	Woodville	4	338.43		80.00
Peshigo	3	1,300.00	206.00	40.00	WYOMING.				
Phillips	3	1,600.00	304.00		Afton	4	358.34		100.00
Pine River	4	282.68		130.00	Alva	4	93.48		40.00
Plainfield	3	1,200.00	223.00	120.00	Arvada	4	166.80		50.00
Platteville	3	1,800.00	360.00	240.00	Basin	4	685.55		400.00
Plover	4	414.55		60.00	Big Horn	4	350.22		40.00
Plymouth	3	1,700.00	280.00	90.00	Bigligny	4	247.63		80.00
Port Washington	3	1,700.00	294.00		Buffalo	3	1,300.00	174.00	400.00
Prairie du Chien	3	1,600.00	271.00	60.00	Cambria	3	1,000.00	174.00	40.00
Princeton	3	1,100.00	144.00	110.00	Carbon	4	719.27		50.00
Randolph	4	1,000.00		40.00	Casper	3	1,400.00	198.00	200.00
Random Lake	4	320.25		80.00	Clearmont	4	222.13		60.00
Readstown	4	396.04		100.00	Cody	4	510.10		70.00
Reedsburg	3	1,700.00	256.00	120.00	Dayton	4	368.75		100.00
Reeseville	4	547.98		70.00	Dietz	4	284.66		40.00
Rice Lake	3	1,600.00	366.00	150.00	Douglas	3	1,200.00	198.00	100.00
Richland Center	3	1,700.00	279.00	500.00	Evanston	3	1,700.00	234.00	180.00
River Falls	3	1,700.00	331.00		Fort Washakie	4	413.18		50.00
Rockbridge	4	69.84		60.00					
St. Croix Falls	4	915.81		180.00					

¹\$150 temporary clerk hire, July 1 to Sept. 30, 1901.

Allowances to third and fourth class post-offices in effect July 1, 1901—Continued.

Office.	Class.	Salary of post- master July 1, 1901.	Allowances.		Office.	Class.	Salary of post- master July 1, 1901.	Allowances.	
			Rent, fuel, and light.	Clerk hire for separa- rating service.				Rent, fuel, and light.	Clerk hire for separa- rating service.
WYOMING—cont'd.					WYOMING—cont'd.				
Granite Canyon	4	\$248.40		\$20.00	Newcastle	3	\$1,200.00	\$120.00	\$40.00
Greenriver	3	1,200.00	\$196.00		Opal	4	445.12		160.00
Guernsey	4	510.47		60.00	Orin	4	159.12		60.00
Hyattville	4	211.77		200.00	Ranchester	4	276.77		50.00
Iron Mountain	4	149.46		40.00	Rock Springs	3	1,800.00	\$58.00	300.00
Kemmerer	4	1,000.00		80.00	Rongis	4	123.12		70.00
Labarge	4	135.80		40.00	Saratoga	3	1,300.00	246.00	250.00
Lander	3	1,200.00	164.00	160.00	Shell	4	158.52		80.00
Lost Cabin	4	372.22		150.00	Sheridan	3	1,700.00	195.00	400.00
Lovell	4	270.94		50.00	Sundance	4	706.47		150.00
Lusk	4	716.22		150.00	Tensleep	4	205.98		120.00
Mammoth Hot springs ¹	4	834.25			Uva	4	155.30		90.00
Medicine Bow	4	462.11		50.00	Wheatland	4	726.32		130.00
Meeteetse	4	620.46		100.00	Wise	4	109.63		40.00
Myersville	4	68.14		120.00	Wolcott	4	84.36		100.00
	4				Wolton	4	229.99		80.00

¹ \$500 temporary clerk hire, July 1 to Sept. 30, 1901.

TABLE B.

List of offices, showing number and kind of canceling machine assigned.

[A, American Postal Machines Company, Boston, Mass.; I, International Postal Supply Company, New York, N. Y.; B, Barry Postal Supply Company, Oswego, N. Y.; C, Columbia Postal Supply Company, Silvercreek, N. Y.; F, Barr-Fyke Machine Company, Kansas City, Mo.; P, Pneumatic Canceling Machine Company, Indianapolis, Ind.; D, Doremus Machine Company, Washington, D. C.; H, Hampden (Landfear) Stamp Canceling Machine Company, Holyoke, Mass. Doremus and Hampden machines Government property.]

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Aberdeen, S. Dak.							1	
Adams, Mass.							1	
Adams, N. Y.							1	
Adrian, Mich.							1	
Akron, Ohio			1					
Alameda, Cal.							1	
Albany, Ga.							1	
Albany, N. Y.		1					1	
Albert Lea, Minn.							1	
Alblon, Mich.							1	
Alblon, N. Y.							1	
Albuquerque, N. Mex.							1	
Alexandria, Ind.	1							
Alexandria, Va.	1							
Allegheny, Pa.		1						
Allentown, Pa.				1				
Alliance, Ohio	1							
Alton, Ill.	1							
Altoona, Pa.					1			
Ambler, Pa.							1	
Amesbury, Mass.	1							
Amsterdam, N. Y.	1							
Anaconda, Mont.	1							
Anderson, Ind.	1							
Andover, Mass.							1	
Annapolis, Md.							1	
Ann Arbor, Mich.				1				
Anniston, Ala.	1							
Ansonia, Conn.	1							
Appleton, Wis.	1							
Arlington, N. J.	1							
Asbury Park, N. J.				1				
Asheville, N. C.	1							
Ashland, Ky.								1
Ashland, Ohio	1							
Ashland, Wis.	1							

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Ashtabula, Ohio	1							
Astoria, Oreg.	1							
Atchison, Kans.						1		
Athens, Ga.								1
Athol, Mass.								1
Atlanta, Ga.		1	1					
Atlantic, Iowa							1	
Atlantic City, N. J.	1			1				
Attica, Ind.	1							
Attleboro, Mass.	1							
Auburn, Me.	1							
Auburn, N. Y.	1							
Augusta, Ga.			1					
Augusta, Me.			1	1				
Aurora, Ill.	1							
Austin, Tex.	1							
Baker City, Oreg.							1	
Bakersfield, Cal.							1	
Baltimore, Md.	8	8	1					
Bangor, Me.			1					
Baraboo, Wis.							1	
Bar Harbor, Me.							1	
Barre, Vt.							1	
Batavia, Ill.							1	
Batavia, N. Y.							1	
Bath, Me.	1							
Bath, N. Y.	1							
Baton Rouge, La.	1							
Battlecreek, Mich.	1							
Bay City, Mich.	1				1			
Bayonne, N. J.							1	
Beatrice, Nebr.							1	
Beaumont, Tex.	1						1	
Beaverfalls, Pa.	1							
Bellaire, Ohio								1
Bellefontaine, Ohio							1	
Bellefonte, Pa.							1	
Belleville, Ill.							1	
Bellows Falls, Vt.								1
Beloit, Wis.	1							
Belvidere, Ill.							1	
Benton Harbor, Mich.	1							
Berkeley, Cal.							1	
Bethlehem, Pa.							1	
Beverly, Mass.	1							
Biddeford, Me.	1							
Binghamton, N. Y.	1	1						
Birmingham, Ala.			1			1		
Bloomfield, N. J.							1	
Bloomington, Ill.	1							
Bloomsburg, Pa.							1	
Bluffton, Ind.							1	
Boise, Idaho							1	
Boone, Iowa								1
Boston, Mass.	5	8						
Station A	2							
Back Bay	2	1						
Brighton	1							
Brookline	1							
Cambridge	1							
Cambridgeport	1							
Charlestown	1							
Chelsea	1							
Dorchester	1							
East Boston	1							
Everett	1							
Jamaica Plain	1							
Malden	1							
New Dorchester	1							
North	1							
Roxbury	2							
Roxbury Crossing	1							
Somerville	1							
South Boston	1							
R. P. O. cars	2							
Boulder, Colo.							1	
Braddock, Pa.							1	
Bradford, Pa.	1							
Brattleboro, Vt.	1							
Bridgeport, Conn.		1						
East Side station	1							
Bridgeton, N. J.								1
Bristol, Conn.							1	

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Bristol, R. I.							1	
Bristol, Tenn.								1
Brockport, N. Y.							1	
Brockton, Mass.	2							
Brooklyn, N. Y.		3		1				
Station A.	1							
Station B.	1							
Station C.							1	
Station D.							1	
Station E.							1	
Station G.							1	
Station S.	1							
Station V.	1							
Station W.	1							
Bath Beach.							1	
Blythbourne.							1	
Sheepshead Bay.								1
Brownwood, Tex.								
Brunswick, Ga.							1	
Brunswick, Me.							1	
Bucyrus, Ohio.								1
Buffalo, N. Y.	2		3	1				
Station A.			1					
Station B.			1					
Station C.	1							
Station D.			1					
Station E.	1							
Burlington, Iowa.		1						
Burlington, Vt.	1		1					
Butler, Pa.	1							
Butte, Mont.	2							
Cairo, Ill.	1							
Calumet, Mich.								1
Camden, Me.								1
Camden, N. J.				1				
Campello, Mass.							1	
Canandaigua, N. Y.							1	
Canon City, Colo.							1	
Canton, Ill.							1	
Canton, Ohio.	1		1					
Carbondale, Pa.							1	
Carlisle, Pa.	1							
Carthage, Mo.	1							
Catskill, N. Y.								1
Cedarfalls, Iowa.							1	
Cedar Rapids, Iowa.				1				
Central Falls, R. I.							1	
Chambersburg, Pa.							1	
Champaign, Ill.	1							
Charleston, Ill.	1							
Charleston, S. C.				1				
Charleston, W. Va.	1							
Charlotte, N. C.				1				
Charlottesville, Va.								1
Chattanooga, Tenn.		1						
Chester, Pa.	1							
Cheyenne, Wyo.							1	
Chicago, Ill.		14						
Armour.	1							
Auburn Park.							1	
Austin.							1	
Board of Trade.		1						
Brighton Park.							1	
Station C.	2							
Carpenter.	1							
Station D.	1							
Douglas Park.							1	
Englewood.	1							
Garfield Park.							1	
Grand Crossing.							1	
Hyde Park.	1							
Lakeview.	1							
Lincoln Park.		1						
Station M.	1							
Pilsen.	1							
Pullman.							1	
Ravenswood.							1	
South Chicago.	1							
Stock Yards.					1			
Twenty-second street.	1							
Station U.		2						
West Pullman.							1	
Wicker Park.							1	

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Chillicothe, Mo.							1	
Chillicothe, Ohio.	1							
Cincinnati, Ohio.	2	3		1				
Station B.	1							
Station D.	1							
Station E.	1							
Station F.	1							
Station N.	1							
Clarksburg, W. Va.	1							
Clarksville, Tenn.	1							
Clearfield, Pa.							1	
Cleburne, Tex.							1	
Cleveland, Ohio.		2			1			
Station A.			1					
Station B.			1					
Station C.	1							
Station D.	1							
Station G.	1							
Clinton, Iowa.	1							
Clinton, Mass.							1	1
Clinton, Mo.								1
Coatesville, Pa.								1
Cohoes, N. Y.							1	
Coldwater, Mich.								1
Colorado Springs, Colo.			1					
Columbia, Mo.								1
Columbia, Pa.								1
Columbia, S. C.					1			
Columbus, Ga.					1			
Columbus, Ind.							1	
Columbus, Ohio.		1						
Station A.							1	
Concord, N. H.	2							
Concord Junction, Mass.							1	
Conneaut, Ohio.							1	
Connellsville, Pa.								1
Connersville, Ind.	1							
Corning, N. Y.	1							
Corry, Pa.							1	
Cordiana, Tex.								1
Cortland, N. Y.							1	
Coshocton, Ohio.	1							
Council Bluffs, Iowa.	1			1				
Covington, Ky.	1		1					
Cranford, N. J.							1	
Crawfordsville, Ind.	1							
Cripplecreek, Colo.							1	
Crookston, Minn.								1
Cumberland, Md.	1							
Dallas, Tex.	1		1					
Danbury, Conn.								1
Dansville, N. Y.							1	
Danville, Ill.								1
Danville, Pa.							1	
Danville, Va.	1							
Davenport, Iowa.				1				
Dayton, Ohio.		2						
Decatur, Ill.	1							
Decorah, Iowa.							1	
Dedham, Mass.							1	
Defiance, Ohio.								1
Dekalb, Ill.								1
Delaware, Ohio.								1
Denver, Colo.		2	1					
Derby, Conn.	1							
Des Moines, Iowa.		2						
Detroit, Mich.		2		1				
Station A.	1							
Station B.	1							
Station C.	1							
Dixon, Ill.								1
Dover, N. H.	1							
Dover, N. J.								1
Dubois, Pa.							1	
Dubuque, Iowa.			1		1			
Duluth, Minn.		2						
Dunkirk, N. Y.				1				
Durham, N. C.							1	
East Las Vegas, N. Mex.							1	
East Liverpool, Ohio.	1							
Easton, Pa.	1							
East Orange, N. J.	1							
East St. Louis, Ill.					1			

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Bau Claire, Wis.	1							
Elgin, Ill.	1							
Elizabeth, N. J.	2							
Elkhart, Ind.	1							
Elmira, N. Y.	1			1				
El Paso, Tex.	1							
Elwood, Ind.	1						1	
Elyria, Ohio.	1							
Emporia, Kans.						1		
Englewood, N. J.							1	
Erie, Pa.	1			1				
Evanston, Ill.						1		
Evansville, Ind.	1			1				
Fairfield, Iowa.							1	
Fairmont, W. Va.								1
Fall River, Mass.	2							
Fargo, N. Dak.					1			
Faribault, Minn.							1	
Farmington, Me.							1	
Findlay, Ohio.	1							
Fitchburg, Mass.	1							
Flint, Mich.								1
Floral Park, N. Y.							1	
Flushing, N. Y.							1	
Fond du Lac, Wis.	1							
Fort Atkinson, Wis.							1	
Fort Dodge, Iowa.	1							
Fort Plain, N. Y.							1	
Fort Scott, Kans.	1							
Fort Smith, Ark.	2							
Fort Wayne, Ind.	1	1						
Fort Worth, Tex.			1					
Fostoria, Ohio.	1							
Frankfort, Ind.								1
Frankfort, Ky.							1	
Franklin, Pa.	1							
Frederick, Md.							1	
Fredericksburg, Va.							1	
Fredonia, N. Y.				1				
Freeport, Ill.								1
Fremont, Nebr.							1	
Fremont, Ohio.							1	
Fresno, Cal.	1							
Galena, Kans.								1
Galesburg, Ill.	1							
Gallion, Ohio.							1	
Galveston, Tex.	1					1		
Gardiner, Me.								1
Gardner, Mass.	1							
Geneva, N. Y.	1							
Glens Falls, N. Y.							1	
Gloucester, Mass.	1							
Gloversville, N. Y.							1	
Goshen, Ind.								1
Grand Forks, N. Dak.							1	
Grand Island, Nebr.								1
Grand Junction, Colo.							1	
Grand Rapids, Mich.	1	1						
Greatfalls, Mont.	1							
Greenbay, Wis.	1							
Greenfield, Mass.	1							
Greensboro, N. C.							1	
Greensburg, Pa.							1	
Greenville, Miss.								1
Greenville, S. C.								1
Greenwich, Conn.								
Grinnell, Iowa.							1	
Guthrie, Okla.							1	
Hackensack, N. J.	1							
Haddonfield, N. J.							1	
Hagerstown, Md.	1							
Hamilton, Ohio.	1							
Hammond, Ind.							1	
Hampton, Va.								1
Hancock, Mich.							1	
Hannibal, Mo.								
Hanover, Pa.					1			
Harrisburg, Pa.			2					1
Hartford, Conn.	1					1		
Station A	1							
Hastings, Nebr.							1	
Haverhill, Mass.	2							
Hazleton, Pa.								1

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Helena, Mont.						1		
Henderson, Ky.	1							
Herkimer, N. Y.								1
Hillsboro, Tex.								1
Hoboken, N. J.		1						
Holyoke, Mass.	1		1					
Homestead, Pa.							1	
Honolulu, Hawaii.							1	
Hoosick Falls, N. Y.							1	
Hornellsville, N. Y.	1							
Hotel Champlain, N. Y. ¹							1	
Hot Springs, Ark.						1		
Houghton, Mich.								1
Houston, Tex.			2					
Hudson, N. Y.							1	
Huntingdon, Pa.							1	
Huntington, Ind.								1
Huntington, W. Va.							1	
Huntsville, Ala.	1							
Hutchinson, Kans.	1							
Hydepark, Mass.							1	
Illion, N. Y.								2
Indianapolis, Ind.	1					3		
Ionia, Mich.	1							
Iowa City, Iowa.					1			
Ironton, Ohio.							1	
Irrington, N. Y.							1	
Ishpeming, Mich.							1	
Ithaca, N. Y.								1
Jackson, Mich.				1				
Jackson, Miss.							1	
Jackson, Tenn.								1
Jacksonville, Fla.	1		1	1				
Jacksonville, Ill.	1							
Jamaica, N. Y.							1	
Jamestown, N. Y.	1			1				
Janesville, Wis.	1							
Jefferson City, Mo.							1	
Jersey City, N. J.		1	1	1				
Johnstown, N. Y.							1	
Johnstown, Pa.	1		1					
Joliet, Ill.	1							
Joplin, Mo.	1							
Kalamazoo, Mich.	1							
Kane, Pa.							1	
Kankakee, Ill.							1	
Kansas City, Kans.							1	
Armour.	1							
Stock Yards.					1			
Kansas City, Mo.			2		3			
Station A.					1			
Keene, N. H.	1							
Kenosha, Wis.							1	
Kenton, Ohio.							1	
Keokuk, Iowa.	1							
Kewanee, Ill.	1							
Kingston, N. Y.	1							
Rondout.							1	
Kirksville, Mo.							1	
Knoxville, Tenn.	1		1					
Kokomo, Ind.								1
Laconia, N. H.							1	
La Crosse, Wis.	1							
Lafayette, Ind.	1				1			
Lakewood, N. J.							1	
Lancaster, Ohio.	1							
Lancaster, Pa.	1							
Lansdowne, Pa.							1	
Lansing, Mich.	1							
Laporte, Ind.								1
Laredo, Tex.	1							
Latrobe, Pa.							1	
Lawrence, Kans.	1							
Lawrence, Mass.	1							
Leadville, Colo.							1	
Leavenworth, Kans.	1							
Lebanon, Pa.								1
Lee, Mass.							1	
Leominster, Mass.							1	
Leroy, N. Y.								1
Lewiston, Me.	1							

¹ Magnolia Springs, Fla., in the winter.

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Lewistown, Pa.	1						1	
Lexington, Ky.	1		1					
Lima, Ohio.	1							
Lincoln, Ill.							1	
Lincoln, Nebr.			1					
Littlefalls, N. Y.	1							
Little Rock, Ark.	1			1				
Lockhaven, Pa.							1	
Lockport, N. Y.	1							
Logansport, Ind.	1							
Longbranch, N. J.	1							
Long Island City, N. Y.						1		
Lorain, Ohio.	1							
Los Angeles, Cal.		1	1					
Station C.			1					
Louisiana, Mo.							1	
Louisville, Ky.		2						
Station B.							1	
Lowell, Mass.	2							
Lynchburg, Va.	1							
Lynn, Mass.	2							
Lyons, N. Y.							1	
McKeesport, Pa.	1				1			
Macon, Ga.				1				
Madison, N. J.	1					1	1	
Madison, Wis.							1	
Mahanoy City, Pa.							1	
Malone, N. Y.							1	
Mamaroneck, N. Y.							1	
Manchester, N. H.	1		1					
Manchester, Va.							1	
Manistee, Mich.								1
Manitou, Colo.							1	
Manitowoc, Wis.								1
Mankato, Minn.	1							
Mansfield, Ohio.	1							
Marietta, Ohio.	1							
Marinette, Wis.								1
Marion, Ind.	1							
Marion, Ohio.							1	
Marlboro, Mass.							1	
Marquette, Mich.	1							
Marshall, Mich.							1	
Marshall, Mo.							1	
Marshalltown, Iowa.	1							
Martinsburg, W. Va.								1
Mason City, Iowa.								1
Masillon, Ohio.	1							
Mattoon, Ill.								1
Mayaguez, P. R.							1	
Meadville, Pa.	1							
Medford, Mass.								1
Medina, N. Y.							1	
Melrose, Mass.							1	
Memphis, Tenn.		1			1			
Menominee, Mich.								1
Meriden, Conn.	1							
Meridian, Miss.	1							
Merrill, Wis.								1
Michigan City, Ind.	1							
Middleboro, Mass.							1	
Middletown, Conn.	1							
Middletown, N. Y.							1	
Middletown, Ohio.								1
Millford, Mass.							1	
Milton, Pa.							1	
Milwaukee, Wis.		3						
Station A.	2							
Station B.							1	
Station C.							1	
Minneapolis, Minn.	3	2						
Station A.							1	
Mishawaka, Ind.							1	
Moberly, Mo.							1	
Mobile, Ala.	2							
Moline, Ill.	1							
Monmouth, Ill.	1							
Montclair, N. J.			1					
Montgomery, Ala.	1							
Montpelier, Vt.	1							
Moodus, Conn.							1	
Moorestown, N. J.							1	

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A	I.	B.	C.	F.	P.	D.	H.
Morristown, N. J.			1					
Morristown, N. Y.							1	
Moundsville, W. Va.							1	
Mount Holly, N. J.							1	
Mount Vernon, N. Y.							1	
Mount Vernon, Ohio							1	
Muncie, Ind.	1					1		
Murphysboro, Ill.							1	
Muscatine, Iowa								1
Muskegon, Mich.								1
Nantucket, R. I.							1	
Nashua, N. H.			1					
Nashville, Tenn.	1	1						
Natchez, Miss.	1							
Natick, Mass.								1
National Stock Yards, Ill.							1	
Naugatuck, Conn.							1	
Nevada, Mo.				1				
New Albany, Ind.	1							
Newark, N. J.		1	1	1				
Newark, N. Y.							1	
Newark, Ohio.					1			
New Bedford, Mass.	2							
New Brighton, N. Y.								1
New Britain, Conn.	1							
New Brunswick, N. J.			1					
Newburgh, N. Y.	1			1				
Newburyport, Mass.	1							
Newcastle, Pa.					1			
New Haven, Conn.	2	1						
New London, Conn.	1							
New Orleans, La.		2	2					
New Philadelphia, Ohio							1	
Newport, Ky.	1							
Newport, R. I.	1							
Newport News, Va.	1							
New Rochelle, N. Y.								1
Newton Center, Mass.							1	
New York, N. Y.	5	14						
Station A.		1				1		
Station B.	1							
Station C.	1							
Station D.		2						
Station E.	1	3						
Station F.	1							
Foreign branch.		1						
Station G.	1							
Station H.		2						
Station I.	1							
Station J.	1							
Station K.	1							
Station L.	1							
Station M.							1	
Madison Square.		2						
Station N.	1							
Station O.		3						
Station P.		2						
Station R.	1							
Station S.		1						
Station T.							1	
Tremont.							1	
Station U.	1							
Station V.		1						
Station W.	1							
Station Y.	1							
Niagara Falls, N. Y.	1							
Norfolk, Va.	1	1						
Norristown, Pa.	2							
North Adams, Mass.	1							
Northampton, Mass.	1							
North Attleboro, Mass.							1	
Northport, N. Y.								1
North Tonawanda, N. Y.							1	
Norwalk, Ohio							1	
Norwich, Conn.	1							
Norwich, N. Y.							1	
Norwood, Mass.							1	
Notre Dame, Ind.							1	
Nyack, N. Y.							1	
Oakland, Cal.	2							
Oakpark, Ill.							1	
Oberlin, Ohio								1
Ocean Grove, N. J.							1	

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Ogden, Utah	1							
Ogdensburg, N. Y.	1							
Oil City, Pa.			1					
Oklahoma, Okla.							1	
Olean, N. Y.							1	
Omaha, Nebr.		1			1			
Station A							1	
Oneida, N. Y.							1	
Oneonta, N. Y.							1	
Orange, N. J.	1							
Oshkosh, Wis.					1			
Oskaloosa, Iowa	1							
Ossining, N. Y.							1	
Oswego, N. Y.			1					
Ottawa, Ill.	1							
Ottawa, Kans.	1							
Ottumwa, Iowa						1		
Owensboro, Ky.	1							
Owosso, Mich.	1							
Paducah, Ky.	1							
Paineville, Ohio.							1	
Palestine, Tex.							1	
Pana, Ill.								1
Paris, Tex.							1	
Parkersburg, W. Va.					1			
Parsons, Kans.							1	
Pasadena, Cal.	1							
Passaic, N. J.	1							
Paterson, N. J.				1				
Pawtucket, R. I.	1		1					
Peabody, Mass.								1
Peekskill, N. Y.							1	
Penn Yan, N. Y.							1	
Pensacola, Fla.							1	
Peoria, Ill.	1	1						
Perth Amboy, N. J.							1	
Peru, Ind.							1	
Petersburg, Va.			1					
Petokey, Mich.	1							
Philadelphia, Pa.	8	8						
Station A	2							
Station B	2							
Broad street	1							
Station C	2							
Station D	1							
Station E	1							
Station F	1							
Station G	1							
Station H							1	
Station I							1	
Station J	1							
Station K	1							
Station O	1							
Station P	1							
Station Q	1							
Station R	1							
Reading terminal.	1							
Station S	2							
Station W	1							
Phillipsburg, N. J.							1	
Phoenix, Ariz.							1	
Phoenixville, Pa.	1							
Pine Bluff, Ark.	1							
Piqua, Ohio							1	
Pittsburg, Kans.								1
Pittsburg, Pa.	1	2						
Station A	1							
Station B	1							
Station C	1							
Station D	1							
Pittsfield, Mass.	1							
Pittston, Pa.							1	
Plainfield, N. J.	1							
Plattsburg, N. Y.							1	
Plymouth, Mass.								1
Ponce, P. R.								1
Pontiac, Ill.							1	
Pontiac, Mich.								1
Port Chester, N. Y.				1				
Port Huron, Mich.	1				1			
Port Jervis, N. Y.								1
Portland, Me.		1	1					

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Portland, Oreg.....	1	1						
Station A.....	1							
Station B.....	1							
Port Richmond, N. Y.....							1	
Portsmouth, N. H.....	1							
Portsmouth, Ohio.....	1							
Portsmouth, Va.....	1							
Pottstown, Pa.....							1	
Pottsville, Pa.....	1							
Poughkeepsie, N. Y.....				1				
Prescott, Ariz.....							1	
Princeton, N. J.....							1	
Providence, R. I.....	3	1						
Elmwood.....	1							
North.....	1							
Olneyville.....	1							
Pueblo, Colo.....	1		1					
Quincy, Ill.....	1		1					
Quincy, Mass.....							1	
Racine, Wis.....	1		1					
Rahway, N. J.....	1							
Raleigh, N. C.....			1					
Ravenna, Ohio.....							1	
Reading, Mass.....							1	
Reading, Pa.....	1			1				
Redbank, N. J.....							1	
Redlands, Cal.....							1	
Redoak, Iowa.....								1
Red Wing, Minn.....							1	
Richmond, Ind.....	1							
Richmond, Va.....		1			1			
Station A.....	1							
Station B.....							1	
Ridgewood, N. J.....							1	
Ridgway, Pa.....							1	
Riverside, Cal.....	1							
Roanoke, Va.....								1
Rochester, N. H.....							1	
Rochester, N. Y.....	2	2						
Rockford, Ill.....			1					
Rock Island, Ill.....	2							
Rockland, Me.....	1							
Rome, Ga.....	1							
Rome, N. Y.....							1	
Rushville, Ind.....							1	
Rutherford, N. J.....							1	
Rutland, Vt.....	1							
Sacramento, Cal.....					1			
Saginaw, Mich.....	1					1		
Saginaw, West Side, Mich.....	1							
St. Albans, Vt.....							1	
St. Augustine, Fla.....							1	
St. Cloud, Minn.....								1
St. Johnsbury, Vt.....							1	
St. Joseph, Mich.....								1
St. Joseph, Mo.....			1				1	
St. Louis, Mo.....	3	10						
Arsenal.....								1
Bremen.....								1
Post-office annex.....								2
Terminal.....								2
St. Paul, Minn.....	2	2						
Salem, Mass.....	1		1					
Salem, Ohio.....	1							
Salem, Oreg.....	1							
Salina, Kans.....							1	
Salisbury, Md.....							1	
Salt Lake City, Utah.....			1			1		
San Antonio, Tex.....	1			1				
San Bernardino, Cal.....	1							
San Diego, Cal.....					1			
Sandusky, Ohio.....	1							
San Francisco, Cal.....		1						
Station A.....	1							
Station B.....	1							
Station C.....	1							
Station E.....	1							
Ferry.....		2		2				
Station F.....	1							
Station G.....	1							
Station H.....	1							
San Jose, Cal.....			1					
San Juan, P. R.....								1
Santa Barbara, Cal.....	1							

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Saranac Lake, N. Y.							1	
Saratoga Springs, N. Y.							1	
Saulte Ste. Marie, Mich.	1							
Savannah, Ga.	1	1						
Sayre, Pa.							1	
Schenectady, N. Y.			1					
Scranton, Pa.	1	1						
Seattle, Wash.		1			1			
Sedalia, Mo.					1			
Selma, Ala.							1	
Seneca Falls, N. Y.							1	
Shamokin, Pa.	1							
Sharon, Pa.	1							
Sheboygan, Wis.	1							
Shelby, Ohio.							1	
Shelbyville, Ind.							1	
Shenandoah, Iowa.							1	
Shenandoah, Pa.							1	
Sherman, Tex.							1	
Shreveport, La.	1							
Sidney, Ohio.							1	
Sioux City, Iowa.	1		1					
Sioux Falls, S. Dak.	1							
Slatersville, W. Va.	1						1	
Somerville, N. J.							1	
South Bend, Ind.	1			1				
South Bethlehem, Pa.							1	
South Framingham, Mass.							1	
South Norwalk, Conn.	1							
South Omaha, Nebr.	1							
South Orange, N. J.								1
South St. Joseph, Mo.							1	
Spartanburg, S. C.							1	
Spokane, Wash.	1							
Springfield, Ill.						1		
Springfield, Mass.	1	1						
Springfield, Mo.					1			
Springfield, Ohio.			1					
Stamford, Conn.							1	
Stapleton, N. Y.							1	
Staunton, Va.							1	
Steelton, Pa.								1
Steubenville, Ohio.	1							
Stillwater, Minn.							1	
Stockton, Cal.	1							
Stoneham, Mass.							1	
Streator, Ill.	1							
Summit, N. J.								1
Sunbury, Pa.							1	
Syracuse, N. Y.	2	1						
Tacoma, Wash.	1				1			
Tampa, Fla.	1							
Tarrytown, N. Y.							1	
Taunton, Mass.	1							
Temple, Tex.	1							
Terre Haute, Ind.			1					
Terrell, Tex.								1
Texarkana, Ark.								1
Tiffin, Ohio.	1							
Titusville, Pa.	1							
Toledo, Ohio.		2						
Station B.							1	
Tompkinsville, N. Y.							1	
Topeka, Kans.			1					
Torrington, Conn.	1							
Traverse City, Mich.							1	
Trenton, N. J.	1		1					
Troy, N. Y.		1						
Tyrone, Pa.	1							
Uniontown, Pa.							1	
Urbana, Ohio.							1	
Utica, N. Y.	1	1						
Valparaiso, Ind.							1	
Vicksburg, Miss.	1							
Vincennes, Ind.							1	
Wabash, Ind.								1
Waco, Tex.					2			
Wakefield, Mass.							1	
Walla Walla, Wash.							1	
Waltham, Mass.								1
Warren, Ohio.	1							
Warren, Pa.			1					

List of offices, showing number and kind of canceling machine assigned—Continued.

Post-office.	A.	I.	B.	C.	F.	P.	D.	H.
Warsaw, N. Y.							1	
Washington, D. C.	1	8		1				
Station A.	1							
Station B.	1							
Station C.	1							
Station D.							1	
Station F.							1	
Station G.	2							
Washington, Ind.	1							
Washington, N. J.			1					
Washington, Pa.	1							
Washington Court-House, Ohio							1	
Waterbury, Conn.	2							
Waterloo, Iowa.	1							
Watertown, Mass.							1	
Watertown, N. Y.	1		1					
Waterville, Me.	1							
Waukegan, Ill.	1							
Waukesha, Wis.							1	
Wausau, Wis.							1	
Waycross, Ga.							1	
Wayne, Pa.							1	
Waynesboro, Pa.							1	
Webster City, Iowa.	1							
Weehawken, N. J.							1	
Wellsboro, Pa.							1	
Westchester, Pa.	1							
Westerly, R. I.							1	
Westfield, Mass.							1	
Westfield, N. Y.	1						1	
Westfield, N. Y.							1	
Westgrove, Pa.							1	
West Hoboken, N. J.							1	
West Medford, Mass.	1						1	
Westminster, Md.							1	
West New Brighton, N. Y.							1	
Westplains, Mo.							1	
West Superior, Wis.	1							
Wheeling, W. Va.	1							
Whiteplains, N. Y.							1	
Wichita, Kans.	2							
Wilkesbarre, Pa.			1					
Williamsport, Pa.	1			1				
Williamantic, Conn.							1	
Wilmington, Del.			1	1				
Wilmington, N. C.					1			
Winchester, Mass.	1							
Winfield, Kans.							1	
Winona, Minn.	1							
Winsted, Conn.	1							
Winston-Salem, N. C.	1							
Woburn, Mass.							1	
Woodbridge, N. J.							1	
Woonsocket, R. I.	1							
Worcester, Mass.	4			1			1	
Station A.							1	
Xenia, Ohio	1							
Yonkers, N. Y.			1					
York, Pa.	1		1					
Youngstown, Ohio	1			1				
Ypsilanti, Mich.	1							
Zanesville, Ohio						1		
Available						1	2	1

TABLE C.

Expenses of free delivery in cities.

Office.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Incid- dentials.
Aberdeen, S. Dak.	3	\$2,624.40			\$143.28
Abilene, Kans.	3	968.94			44.58
Adams, Mass.	5	4,374.66	\$250.00		.50
Adrian, Mich.	6	5,200.62	400.00		46.55
Akron, Ohio	26	21,594.10	750.00	\$40.00	87.28
Alameda, Cal.	9	7,877.97	600.00		15.90
Albany, Ga.	3	2,218.99			22.80
Albany, N. Y.	57	54,725.52	900.00	975.00	819.34
Albert Lea, Minn.	3	2,628.27			
Albion, Mich.	4	3,441.25			
Albuquerque, N. Mex.	5	4,392.86	600.00	65.59	.50
Alexandria, Ind.	5	3,638.67			7.01
Alexandria, Va.	7	6,049.62			6.06
Allegheny, Pa.	57	54,526.25	12,000.00	975.00	122.51
Allentown, Pa.	16	13,642.90		109.20	146.48
Alliance, Ohio.	4	3,504.81		125.00	17.50
Alpena, Mich.	5	4,373.30	800.00		4.25
Alton, Ill.	7	6,109.99		46.80	9.91
Altونا, Pa.	17	14,134.14		250.00	68.89
Americus, Ga.	4	3,282.85	208.00		21.57
Amesbury, Mass.	6	5,245.76	600.00	40.00	33.56
Amherst, Mass.	3	2,641.79			.50
Amsterdam, N. Y.	8	6,890.85			1.14
Anaconda, Mont.	4	3,091.47	300.00		20.98
Anderson, Ind.	12	9,563.23	400.00	89.85	3.29
Andover, Mass.	3	2,626.68	300.00		125.00
Annapolis, Md.	3	2,629.00			20.73
Ann Arbor, Mich.	14	11,541.87	625.00	65.00	7.36
Annisston, Ala.	6	5,256.40	400.00		985.00
Ansonia, Conn.	6	5,253.82	250.00		4.46
Appleton, Wis.	8	6,935.45			3.00
Arkansas City, Kans.	4	3,497.98			124.00
Arlington, N. J.	4	2,118.40			16.01
Asbury Park, N. J.	7	6,773.54	546.50	60.00	72.36
Asheville, N. C.	8	6,850.82	150.00	40.00	26.96
Ashland, Ky.	3	2,128.67			
Ashland, Ohio.	4	3,067.75			.50
Ashland, Wis.	6	5,173.55	300.00		23.45
Ashtabula, Ohio.	7	5,464.16	750.00		23.85
Astoria, Oreg.	4	3,436.08	400.00		19.43
Atchison, Kans.	9	7,829.11			180.28
Athens, Ga.	5	4,212.19			2.09
Athol, Mass.	4	3,516.04	250.00		33.00
Atlanta, Ga.	55	53,337.94	2,535.00	906.19	242.13
Atlantic, Iowa.	3	2,636.11			10.78
Atlantic City, N. J.	14	14,560.79	600.00	422.00	31.79
Attica, Ind.	2	1,745.72			125.69
Attleboro, Mass.	6	5,212.69			6.40
Auburn, Me.	7	6,126.74		25.00	25.17
Auburn, N. Y.	17	14,858.40	332.88		97.51
Augusta, Ga.	19	16,583.43	800.00	400.00	87.53
Augusta, Me.	9	7,446.98	100.00		12.35
Aurora, Ill.	14	11,488.08			43.34
Austin, Minn.	3	2,627.16			
Austin, Tex.	11	9,303.26	1,260.00		15.80
Baker City, Oreg.	3	2,346.76			3.26
Bakersfield, Cal.	3	2,188.54	249.99		2.25
Baltimore, Md.	324	322,738.25	9,637.50	10,500.00	3,962.28
Bangor, Me.	14	11,648.94			.50
Baraboo, Wis.	3	605.34			26.72
Bar Harbor, Me.	2	1,395.64	83.15		1.50
Barre, Vt.	5	4,234.22			69.54
Batavia, Ill.	3	2,623.38			11.72
Batavia, N. Y.	6	5,149.62			3.00
Bath, Me.	5	4,149.42			2.75
Bath, N. Y.	3	2,466.55			14.03
Baton Rouge, La.	3	3,249.04			.50
Battle Creek, Mich.	14	11,100.13	800.00		18.00
Bay City, Mich.	17	14,268.96	200.00	240.00	29.83
Bayonne, N. J.	13	10,618.34		388.00	85.20
Beatrice, Nebr.	7	5,958.75	400.00		171.95
Beaumont, Tex.	4	593.82			82.27
Beaver Falls, Pa.	7	6,130.58		232.80	65.62
Bedford, Ind.	3	1,248.48			30.38
Belfast, Me.	3	2,626.70			.50
Bellaire, Ohio.	4	3,363.61			126.00
Bellefonte, Pa.	4	3,500.63			40.90

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Office.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Incidentals.
Bellefontaine, Ohio	4	\$3,501.96			\$3.49
Belleville, Ill.	8	6,602.60	\$281.26		27.40
Bellevue Falls, Vt.	4	3,005.42	6.00		14.23
Beloit, Wis.	5	4,268.46	200.00		8.65
Belvidere, Ill.	4	3,500.93			4.00
Bennington, Vt.	4	3,440.18	350.00		.50
Benton Harbor, Mich.	5	3,502.28	237.50		3.43
Berkeley, Cal.	9	6,918.78	1,500.61		64.04
Bethlehem, Pa.	6	5,256.81			43.01
Beverly, Mass.	7	6,253.77	750.00	\$324.00	8.64
Biddeford, Me.	5	4,604.06			.50
Big Rapids, Mich.	3	2,628.12	8.00		
Billings, Mont.	2	832.52			67.07
Binghamton, N. Y.	25	21,594.10	500.00	300.00	133.15
Birmingham, Ala.	22	17,921.77	1,000.00	192.10	74.45
Bloomfield, N. J.	6	5,199.74		131.36	1.53
Bloomington, Ill.	15	12,945.15			88.00
Bloomington, Ind.	4	3,358.51			30.50
Bloomsburg, Pa.	3	2,629.72			21.75
Bluffton, Ind.	4	3,436.11			
Boise, Idaho	4	3,185.34			37.00
Boone, Iowa	5	2,636.11			10.78
Boston, Mass.	758	722,301.95	15,458.19	12,562.60	2,740.14
Boulder, Colo.	4	3,539.77	450.00		9.84
Bowling Green, Ky.	4	3,533.18		32.75	
Braddock, Pa.	9	6,402.49	3.00	28.75	3.64
Bradford, Pa.	10	8,757.90			41.09
Brattleboro, Vt.	6	5,132.85	300.00	57.97	3.05
Brasil, Ind.	5	4,123.49			4.49
Bridgeport, Conn.	39	32,661.61	1,125.00	775.00	87.27
Bridgeton, N. J.	7	6,161.69			.46
Bristol, Conn.	4	3,101.59		37.44	10.50
Bristol, Tenn.	6	5,210.74			.50
Bristol, R. I.	3	916.67			18.74
Brockport, N. Y.	3	2,497.25			3.42
Brockton, Mass.	22	18,730.57	1,203.27	613.50	43.05
Brooklyn, N. Y.	635	594,360.42	32,671.25	11,797.84	876.20
Brunswick, Ga.	5	3,751.24			17.59
Brunswick, Me.	4	3,496.84			1.00
Bucyrus, Ohio	4	3,503.73			3.50
Buffalo, N. Y.	204	206,343.89	5,700.00	6,275.00	2,451.24
Burlington, Iowa	16	13,121.75	400.00	1,160.00	30.78
Burlington, N. J.	3	2,626.71			13.00
Burlington, Vt.	13	10,627.31	750.00		19.80
Butler, Pa.	6	5,188.11			4.15
Butte, Mont.	15	11,773.24	274.78	245.00	100.20
Cadillac, Mich.	3	631.71			7.76
Cairo, Ill.	8	6,458.39	250.00	72.00	8.85
Calumet, Mich.	10	7,508.87		135.00	1.75
Cambridge, Ohio	4	3,501.41			124.50
Camden, N. J.	38	34,941.81		950.00	69.72
Canandaigua, N. Y.	5	4,341.22			.50
Canon City, Colo.	3	2,615.17	200.00		
Canton, Ill.	4	3,502.15			9.60
Canton, Ohio	25	21,729.46	1,000.00	458.18	14.21
Carbondale, Pa.	4	3,499.08			8.46
Carlisle, Pa.	5	4,379.31			2.15
Carthage, Mo.	4	3,540.54	432.00		155.93
Catakill, N. Y.	4	3,415.68			6.38
Cedar Falls, Iowa	4	3,457.72	200.00		5.25
Cedar Rapids, Iowa	14	11,968.44		410.00	25.82
Centralia, Ill.	5	3,060.77	200.00		2.70
Central Falls, R. I.	7	5,678.44		82.95	32.31
Chambersburg, Pa.	6	4,796.67			.50
Champaign, Ill.	7	5,541.71			.50
Charleston, Ill.	4	3,250.47			128.52
Charleston, S. C.	23	19,943.26	700.00	845.00	17.21
Charleston, W. Va.	8	6,952.74	175.00		126.50
Charlotte, N. C.	9	7,275.00	500.00		23.73
Charlottesville, Va.	7	5,751.02	318.74		35.20
Charleroi, Pa.	4	1,800.00			24.80
Charles City, Iowa	3	1,248.50			30.02
Charlotte, Mich.	3	3,459.88			23.56
Chattanooga, Tenn.	21	18,236.49	1,200.00		31.66
Chester, Pa.	19	16,245.77		362.60	11.47
Cheyenne, Wyo.	5	4,391.12		112.50	4.69
Chicago, Ill.	1,814	1,228,157.84	77,622.35	25,363.25	5,233.25
Chicopee, Mass.	5	2,220.66			27.51
Chicopee Falls, Mass.	5	3,974.26		18.00	18.70
Chillicothe, Mo.	3	2,791.72			132.27
Chillicothe, Ohio	7	6,039.05	450.00		45.50

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Office.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Incidentals.
Chippewa Falls, Wis.	5	\$4,389.75	\$200.00		\$48.27
Cincinnati, Ohio	281	228,512.87	7,098.89	\$2,666.00	760.18
Circleville, Ohio	4	8,505.18			2.84
Clarksburg, W. Va.	4	2,927.63			124.50
Clarksville, Tenn.	5	8,970.19			40.00
Clearfield, Pa.	3	1,098.27			42.01
Cleburne, Tex.	3	2,427.94			
Cleveland, Ohio	214	200,679.56	4,824.17	5,619.50	800.80
Clinton, Ill.	3	1,904.63			
Clinton, Iowa	11	8,942.55			7.85
Clinton, Mass.	6	4,794.88			8.61
Clinton, Mo.	3	2,631.86			127.50
Coatesville, Pa.	3	2,138.55	146.06		6.57
Coffeyville, Kans.	3	1,198.88			88.18
Cohoes, N. Y.	10	8,757.12	244.57		71.22
Coldwater, Mich.	4	8,459.88			23.56
Colorado Springs, Colo.	16	12,235.39	1,437.50	126.00	3.50
Columbia, Pa.	6	5,126.07			5.80
Columbia, S. C.	10	8,942.37		30.00	20.27
Columbia, Tenn.	4	3,509.42			18.48
Columbia, Mo.	3	1,804.25	150.00		44.40
Columbus, Ga.	10	7,876.65	656.25		5.20
Columbus, Ind.	5	4,376.35	200.00		2.06
Columbus, Ohio	74	72,296.30	2,700.00	1,270.00	201.93
Concord, N. H.	17	14,646.01	500.00	175.00	71.88
Conneaut, Ohio	4	2,469.08		12.00	24.37
Connellsville, Pa.	3	2,637.97			8.68
Connerville, Ind.	4	3,503.94			19.59
Corning, N. Y.	5	5,766.71		99.86	4.64
Corry, Pa.	4	4,159.27			17.74
Corvaca, Tex.	4	2,976.00	562.50		33.15
Cortland, N. Y.	7	6,135.99	250.00		2.32
Coshocton, Ohio	4	2,975.13			26.47
Council Bluffs, Iowa	14	11,825.29	750.00	250.00	105.60
Covington, Ky.	17	14,601.28	750.00	120.00	97.25
Cranford, N. J.	2	1,383.12			2.59
Crawfordsville, Ind.	5	4,183.25			3.02
Creston, Iowa	4	3,291.84	195.00		4.67
Cripple Creek, Colo.	6	4,748.03	500.00		
Crookston, Minn.	3	2,436.12			3.81
Cumberland, Md.	7	5,791.32			28.38
Dallas, Tex.	29	23,971.49	1,950.00	275.00	88.53
Danbury, Conn.	10	8,778.61	365.08		10.67
Dansville, N. Y.	3	2,498.83			
Danvers, Mass.	6	2,191.02			13.21
Danville, Ill.	11	9,164.79	400.00	60.00	52.10
Danville, Pa.	4	3,093.01			15.25
Danville, Va.	7	5,977.94			65.79
Davenport, Iowa	20	17,023.90	750.00	130.04	34.62
Dayton, Ohio	49	46,938.65	1,750.00	1,225.00	66.34
Deadwood, S. Dak.	3	2,300.00			15.70
Decatur, Ill.	14	11,394.01	100.00	80.00	92.17
Decorah, Iowa	3	2,312.47			4.27
Dedham, Mass.	7	2,864.80	290.97		80.09
Defiance, Ohio	6	5,253.08			2.80
Dekalb, Ill.	4	3,143.26			9.00
Delaware, Ohio	5	4,310.80			
Denison, Tex.	6	4,962.69	200.00		
Denver, Colo.	90	86,754.47	3,050.00	1,500.00	256.25
Derby, Conn.	4	3,516.90	500.00		8.21
Des Moines, Iowa	46	38,296.25	1,417.50	2,600.00	49.32
Detroit, Mich.	173	170,206.93	4,857.73	4,800.00	5,184.44
Dixon, Ill.	6	4,825.28	250.00		9.79
Dover, N. H.	7	6,134.12		20.00	11.62
Dowagiac, Mich.	3	2,630.58			23.44
Dubois, Pa.	5	4,384.35			8.50
Dubuque, Iowa	23	19,660.37	1,500.00	120.00	48.30
Duluth, Minn.	34	26,654.72		380.00	107.84
Dunkirk, N. Y.	6	5,167.88	300.00		8.75
Durango, Colo.	3	1,541.43			77.32
Durham, N. C.	4	3,220.54	87.50		6.75
East Liverpool, Ohio	7	6,125.63			7.68
Eaton, Pa.	16	13,917.99	300.00	220.00	113.52
East Orange, N. J.	17	14,156.48			12.47
East Providence, R. I.	4	2,976.27			11.65
East St. Louis, Ill.	11	9,413.08	7.50		34.99
Eau Claire, Wis.	9	7,565.25			45.75
Elgin, Ill.	14	11,419.54	14.65	50.00	10.16
Elizabeth, N. J.	24	20,922.34	448.00		9.69
Elkhart, Ind.	9	7,384.05	600.00		3.20
Elmira, N. Y.	24	20,189.47	500.00	150.00	269.12

TABLE C—Continued

Expenses of free delivery in cities—Continued.

Office.	Number of carriers.	Salaries.	Horse hire.	Care fare.	Incidentals.
El Paso, Tex.	6	\$4,556.56	\$299.31		\$176.69
Elreno, Okla.	2	703.81			37.35
Elwood, Ind.	6	5,122.61			5.05
Elyria, Ohio	6	4,906.01		\$25.00	24.92
Emporia, Kans.	6	5,273.01	500.00		125.00
Englewood, N. J.	5	3,767.35	300.00	60.00	2.07
Enid, Okla.	2	596.91			38.04
Erie, Pa.	29	24,430.87	1,650.00	234.00	233.56
Escanaba, Mich.	5	4,185.05			8.30
Eureka, Cal.	3	2,625.88	250.00		18.58
Evanston, Ill.	20	16,674.19	1,000.00	275.00	10.88
Evansville, Ind.	29	25,151.67	1,200.00	440.00	8.50
Everett, Wash.	4	1,032.87			189.07
Exeter, N. H.	3	2,250.18	190.22		21.15
Everett, Mass. ¹	15	80.67			
Fall River, Mass.	36	35,562.33	1,499.18	650.00	59.63
Fairfield, Iowa	3	2,627.26			5.20
Fairmount, W. Va.	6	4,125.15			4.40
Fargo, N. Dak.	6	5,278.42			173.81
Faribault, Minn.	4	3,470.20			7.75
Fergus Falls, Minn.	3	1,575.71			45.08
Findlay, Ohio	10	8,675.84		120.00	8.22
Fitchburg, Mass.	15	13,299.88	900.00	100.00	57.92
Flint, Mich.	9	7,432.88	400.00		5.09
Flushing, N. Y.	8	7,654.67	500.00		15.21
Fond du Lac, Wis.	7	6,998.39			1.04
Fort Atkinson, Wis.	2	1,753.71			16.25
Fort Collins, Colo.	3	337.58			46.13
Fort Dodge, Iowa.	5	3,897.63			6.50
Fort Madison, Iowa	5	4,376.85	391.85		2.02
Fort Plain, N. Y.	3	2,185.08			4.46
Fort Scott, Kans.	6	6,257.19			124.50
Fort Smith, Ark.	9	7,541.96	299.45	96.00	9.00
Fort Wayne, Ind.	21	17,567.77	500.00	400.00	15.13
Fort Worth, Tex.	13	10,894.80	1,048.00	92.00	81.75
Fostoria, Ohio	5	4,384.63			2.53
Frankfort, Ind.	5	4,349.99			50
Frankfort, Ky.	4	3,444.54	600.00	30.00	165.39
Franklin, Pa.	6	5,019.62	200.00		6.05
Frederick, Md.	4	3,591.56			.50
Fredericksburg, Va.	3	2,508.59			9.31
Fredonia, N. Y.	4	3,415.27	300.00		12.97
Freeport, Ill.	9	7,834.79	500.00		18.30
Fremont, Nebr.	5	4,332.63			181.36
Fremont, Ohio.	5	4,390.35			5.34
Fresno, Cal.	7	6,036.47	500.00	72.00	44.09
Fulton, N. Y.	5	3,851.20	6.00		13.50
Gainesville, Tex.	4	3,501.75	249.44		18.00
Galena, Kans.	4	1,874.02			38.74
Galesburg, Ill.	12	10,099.96	600.00		42.65
Galion, Ohio.	4	3,501.22			1.07
Galveston, Tex.	19	16,097.22	1,850.00		92.40
Gardiner, Me.	3	1,417.62	18.50		16.02
Gardner, Mass.	3	3,649.63	582.88	13.32	3.41
Geneva, N. Y.	7	6,073.55			9.55
Glens Falls, N. Y.	6	5,247.75			4.41
Gloucester, Mass.	11	10,400.99	500.00	160.00	13.96
Gloversville, N. Y.	9	7,470.01			3.21
Goshen, Ind.	5	4,380.35	250.00		.75
Grand Forks, N. Dak.	4	3,498.83			125.00
Grand Island, Nebr.	4	3,498.84			124.00
Grand Rapids, Mich.	53	51,613.01	1,748.64	2,221.65	475.83
Great Falls, Mont.	4	3,450.17			8.32
Greeley, Colo.	2	1,750.50		60.00	5.55
Green Bay, Wis.	11	8,710.73	400.00		57.73
Greenfield, Mass.	5	4,373.60			1.95
Greenfield, Ohio	3	1,795.17			10.20
Greensboro, N. C.	5	4,001.64	300.00		4.22
Greensburg, Ind.	3	1,248.07			27.74
Greensburg, Pa.	6	4,850.38		110.00	10.10
Greenville, Miss.	3	2,624.38			6.22
Greenville, Ohio.	3	2,566.77			1.85
Greenville, Pa.	3	2,382.80			.98
Greenville, S. C.	6	5,188.97	500.00		47.80
Greenville, Tex.	3	2,375.07	300.00		
Greenwich, Conn.	3	1,882.17	250.00		25.00
Grinnell, Iowa.	3	2,625.70			.60
Guthrie, Okla.	4	3,606.72	400.00		25.35
Hackensack, N. J.	7	5,493.16	468.07		44.87

¹ Office discontinued July 1, 1900. Made a station of Boston office July 2, 1900.

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Place.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Incid- dentials.
Haddonfield, N. J.	2	\$1,248.87			\$12.08
Hagerstown, Md.	7	5,723.18			5.51
Hamilton, Ohio	13	10,210.94	\$400.00	\$48.50	16.66
Hammond, Ind.	8	6,219.61		190.00	12.00
Hanford, Cal.	3	1,023.20		218.48	62.75
Hannibal, Mo.	8	6,793.56	240.00		165.74
Harrisburg, Pa.	23	19,746.81		687.15	126.50
Hartford, Conn.	43	40,248.12	900.00	875.00	161.96
Harvey, Ill.	4	1,751.41			25.68
Hastings, Nebr.	5	4,405.77	520.00		134.50
Haverhill, Mass.	21	18,371.27	302.00	140.00	16.36
Hazleton, Pa.	7	6,182.02			83.00
Helena, Mont.	8	6,220.81	600.00		5.50
Henderson, Ky.	5	3,547.58	200.00		128.99
Herkimer, N. Y.	4	3,499.96			127.26
Hillsboro, Tex.	3	2,614.26			7.00
Hilldale, Mich.	4	3,501.79			2.75
Hoboken, N. J.	23	19,525.27		500.00	16.50
Holland, Mich.	4	3,512.61	3.50		4.38
Holyoke, Mass.	19	16,655.92	250.00	280.00	90.62
Homestead, Pa.	4	2,395.52			21.41
Honolulu, Hawaii	1	600.00			
Hoosick Falls, N. Y.	3	2,684.94			12.06
Hornellsville, N. Y.	7	5,702.41		40.00	15.83
Hot Springs, Ark.	7	6,042.77	400.00		.50
Houston, Tex.	21	15,857.39	1,409.19		67.29
Hudson, N. Y.	5	4,384.07		67.60	29.50
Huntingdon, Pa.	4	3,135.89			80.61
Huntington, Ind.	5	4,186.51			.50
Huntington, W. Va.	6	4,849.88			183.12
Huntsville, Ala.	4	3,502.15			5.32
Hutchinson, Kans.	6	5,251.66	200.00		124.50
Huron, S. D.	3	2,561.92			5.16
Hyde Park, Mass.	11	9,480.46	337.00	104.20	85.35
Ilion, N. Y.	4	3,525.97			.50
Independence, Iowa.	2	1,755.80			
Independence, Kans.	3	1,029.56			63.86
Indiana, Pa.	3	2,685.13			1.01
Indianapolis, Ind.	100	98,038.01	3,780.00	3,073.98	421.40
Ionia, Mich.	4	3,499.30			2.52
Iowa City, Iowa	7	6,025.00			26.35
Iron Mountain, Mich.	3	2,743.77			1.60
Ironton, Ohio.	6	5,191.68	150.00		132.58
Ironwood, Mich.	3	3,497.84			4.40
Ishpeming, Mich.	6	5,248.73			9.04
Ithaca, N. Y.	11	9,622.03	707.88	24.00	.50
Jackson, Mich.	16	13,933.16	1,000.00	50.00	72.50
Jackson, Miss.	5	4,126.23			6.86
Jackson, Tenn.	6	4,907.84	171.18	36.00	12.84
Jacksonville, Fla.	15	12,725.33	1,250.00	46.80	42.90
Jacksonville, Ill.	8	6,192.98	400.00		6.50
Jamaica, N. Y.	16	10,771.34	146.06	102.94	387.02
Jamestown, N. Y.	15	12,779.29	250.00	131.00	69.75
Janesville, Wis.	7	6,127.42			4.69
Jeffersonville, Ind.	4	3,492.75			32.35
Jersey City, N. J.	100	98,668.46		5,400.00	44.54
Johnstown, N. Y.	6	5,250.54			7.67
Johnstown, Pa.	15	12,047.82		276.35	63.14
Joliet, Ill.	17	14,759.95	1,001.63	600.00	42.45
Joplin, Mo.	9	6,800.27	625.00		111.06
Jefferson City, Mo.	5	4,384.03			124.50
Kalamazoo, Mich.	16	12,916.85	933.15		27.57
Kahe, Pa.	3	1,204.73			40.16
Kankakee, Ill.	6	5,192.35			7.25
Kansas City, Kans.	25	21,286.93	1,050.00	750.00	406.75
Kansas City, Mo.	105	101,089.90	3,066.00	3,000.00	378.08
Kearney, Nebr.	4	3,448.45			143.10
Keene, N. H.	5	3,784.16	250.00		1.15
Kenosha, Wis.	7	5,454.11	250.00		1.19
Kenton, Ohio.	4	3,515.25			.38
Keokuk, Iowa.	9	7,661.46	200.00		8.16
Kewanee, Ill.	4	3,332.93			130.25
Key West, Fla.	4	3,499.64			12.82
Kingston, N. Y.	13	10,413.98	300.00	269.21	58.27
Kittanning, Pa.	4	3,445.70			30.72
Kirksville, Mo.	4	3,509.66			9.07
Knoxville, Tenn.	19	16,220.24	1,200.00		90.03
Kokomo, Ind.	6	5,166.56	400.00		25.83
Laconia, N. H.	4	26,522.76	1,000.00	300.00	11.34
La Crosse, Wis.	17	14,419.61	600.00	149.00	2.25
Lafayette, Ind.	14	12,090.71	800.00	62.40	92.41

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Office.	Num- ber of car- riers.	Salaries.	Horse hire.	Car fare.	Inci- dentals.
Lancaster, Ohio	5	\$4,288.81			\$2.74
Lancaster, Pa.	17	14,000.58			106.07
Lansdowne, Pa.	2	578.03			13.36
Lansing, Mich.	11	9,296.49	\$1,000.00		68.19
Laporte, Ind.	5	4,375.59			21.42
Laramie, Wyo.	3	2,624.88			18.88
Laredo, Tex.	3	2,412.95			13.46
Lasalle, Ill.	5	4,375.01			8.60
Latrobe, Pa.	3	1,198.38			27.65
Lawrence, Kans.	9	7,732.57	200.00		163.15
Lawrence, Mass.	29	24,151.04	600.00	\$600.00	95.51
Leadville, Colo.	4	3,074.90			23.50
Leavenworth, Kans.	10	8,778.02	600.00		147.50
Lebanon, Ind.	4	3,123.56			8.42
Lebanon, Ohio	3	2,004.41			
Lebanon, Pa.	8	7,001.93			11.53
Leominster, Mass.	7	5,556.76	549.46	10.00	9.59
Lewiston, Me.	11	9,063.70	103.50	50.00	2.00
Lewistown, Pa.	3	1,996.83			10.29
Lexington, Ky.	13	10,927.68	753.40		26.84
Lima, Ohio	11	9,485.92	300.00		10.69
Lincoln, Ill.	5	4,321.48			2.00
Lincoln, Nebr.	28	23,598.35	1,850.00	575.00	89.99
Little Falls, N. Y.	7	6,104.48			
Little Rock, Ark.	17	14,509.28	1,000.00	141.20	65.20
Lockhaven, Pa.	4	3,606.35	200.00		16.25
Lockport, N. Y.	11	9,226.35			4.42
Logansport, Ind.	10	8,550.59			43.00
Long Branch, N. J.	4	3,852.26	24.40		2.08
Long Island City, N. Y.	22	18,857.60		1,000.00	2.85
Lorain, Ohio	6	4,697.09		168.00	10.52
Los Angeles, Cal.	73	66,477.16	5,668.50	220.00	696.92
Louisiana, Mo.	3	2,624.86			186.50
Louisville, Ky.	102	100,663.89	2,250.00	2,882.10	93.13
Lowell, Mass.	45	45,054.48	1,200.00	600.00	242.63
Ludington, Mich.	4	3,497.84	200.00		2.00
Lynchburg, Va.	9	7,638.11			50.60
Lynn, Mass.	41	33,850.56	1,200.00	600.00	180.96
McKeesport, Pa.	17	13,078.46		366.66	68.31
Macon, Ga.	16	13,789.09	800.00		21.55
Macomb, Ill.	3	2,742.23			125.00
Madison, Ind.	4	3,507.26			3.76
Madison, N. J.	3	2,373.70	250.00		
Madison, Wis.	12	10,123.60	250.00	137.50	39.42
Mahanoy City, Pa.	5	3,975.15			23.50
Manchester, N. H.	32	26,522.76	1,013.00	300.00	11.34
Manchester, Va.	4	3,540.22			22.25
Manistee, Mich.	7	5,961.25	200.00		3.25
Manitowoc, Wis.	5	4,130.12	200.00		7.76
Mankato, Minn.	7	5,725.93	400.00		55.41
Mansfield, Ohio	10	8,723.12			44.89
Marblehead, Mass.	4	3,752.83		25.00	18.59
Marietta, Ohio	8	6,323.22	404.00		183.85
Marinette, Wis.	6	5,252.94			
Marion, Ind.	10	8,674.11	500.00	67.80	.50
Marion, Ohio	6	5,167.27	200.00		3.50
Marlboro, Mass.	8	7,002.52	250.00		44.47
Marquette, Mich.	6	5,277.09			9.06
Marshall, Mich.	4	3,250.79	200.00		19.51
Marshall, Mo.	3	2,640.43			126.00
Marshall, Tex.	3	2,634.32	150.00		6.63
Marshalltown, Iowa	8	7,032.76	200.00		97.50
Martinsburg, W. Va.	5	4,374.65			.60
Martinsville, Ind.	4	2,999.70			
Maryville, Mo.	3	2,001.22			4.30
Marysville, Cal.	3	2,496.78			13.35
Mason City, Iowa	4	3,397.50			33.25
Massillon, Ohio	6	5,065.70	500.00		37.80
Mattoon, Ill.	5	4,431.86			4.20
Maywood, Ill.	3	1,944.96			2.50
Maysville, Ky.	3	2,631.86			125.12
Mayaguez, P. R.	3	1,883.80			3.40
Meadville, Pa.	8	6,347.16	250.00		23.87
Medford, Mass.	10	8,863.40		168.70	11.15
Media, Pa.	3	2,467.25			.60
Medina, N. Y.	3	2,943.95			126.65
Melrose, Mass.	9	7,891.61			43.30
Memphis, Tenn.	45	42,115.50	1,875.00	1,192.67	267.00
Menominee, Mich.	6	5,248.98	200.00		3.50
Merchantville, N. J.	3	2,126.56	199.73		6.49
Meriden, Conn.	16	13,581.33	758.00		26.81

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Office.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Incidentals.
Meridian, Miss.	6	\$4,988.41	\$300.00		\$39.00
Merrill, Wis.	3	1,251.89		\$38.00	42.00
Michigan City, Ind.	5	4,378.17	200.00		25.73
Middleboro, Mass.	3	2,627.16			12.50
Middletown, Conn.	7	6,061.39	255.50		6.58
Middletown, N.Y.	6	5,278.70	250.00		1.27
Middletown, Ohio.	6	4,798.15			5.51
Milford, Mass.	6	4,856.52	250.00		50.40
Milville, N.J.	5	4,079.58			2.82
Milton, Pa.	3	2,682.00			1.60
Milwaukee, Wis.	150	143,128.90	3,000.00	3,500.00	184.65
Minneapolis, Minn.	155	147,875.78	5,395.17	3,200.00	1,069.98
Mishawaka, Ind.	3	1,498.64	166.66		18.41
Missoula, Mont.	2	1,668.42			
Mitchell, S. Dak.	2	1,749.92			124.96
Moberly, Mo.	4	3,584.62			128.00
Mobile, Ala.	20	16,662.85	800.00	200.00	48.73
Moline, Ill.	11	8,701.80	420.00	325.00	46.82
Monmouth, Ill.	6	4,823.55	150.00		44.78
Monroe, Mich.	3	2,159.62		36.00	1.45
Montclair, N.J.	10	8,398.61	500.00		2.71
Montgomery, Ala.	14	11,472.88	800.00		23.61
Montpelier, Vt.	5	3,983.86	300.00		.50
Moorestown, N.J.	3	2,126.70			10.73
Morgantown, W. Va.	4	1,459.96			21.59
Morristown, N.J.	9	7,227.05	875.00		5.73
Moundsville, W. Va.	4	3,002.85		90.00	5.58
Mount Clemens, Mich.	4	3,164.13			
Mount Pleasant, Iowa.	3	2,628.09			.50
Mount Vernon, N.Y.	13	10,923.02	600.00		8.67
Mount Vernon, Ohio	4	2,945.54			17.25
Muncie, Ind.	13	11,122.44	400.00		7.32
Murphysboro, Ill.	7	2,498.09			
Muscatine, Iowa.	7	6,084.41	200.00	25.00	.50
Muskegon, Mich.	12	10,056.68	402.00	240.00	55.58
Naugatuck, Conn.	4	2,502.88			19.25
Napa, Cal.	2	1,749.90		60.00	18.89
Nashua, N. H.	11	9,687.65	250.00		4.36
Nashville, Tenn.	42	40,378.52	3,199.56	1,800.00	249.50
Natchez, Miss.	4	3,497.84	150.00		1.16
Natick, Mass.	4	4,311.80	300.00		20.00
Nebraska City, Nebr.	5	4,387.27			180.90
Neenah, Wis.	4	2,950.62			3.00
Nevada, Mo.	5	3,631.34			143.50
New Albany, Ind.	10	8,556.42	80.00		59.30
Newark, N.J.	154	147,954.64	600.00	5,250.00	445.30
Newark, N.Y.	3	2,047.39			9.35
Newark, Ohio.	10	8,135.37	154.50		60.65
New Bedford, Mass.	34	29,445.32	1,500.00	485.00	135.40
Newbern, N.C.	5	3,237.22			
New Brighton, N.Y.	6	4,829.01			50.08
New Brighton, Pa.	4	1,250.96			37.35
New Britain, Conn.	12	10,056.49	812.50	112.00	35.75
New Brunswick, N.J.	10	8,343.71			53.75
Newburg, N.Y.	13	11,381.14	850.00		5.09
Newburyport, Mass.	9	8,065.19	550.00	50.00	10.00
Newcastle, Ind.	2	730.53			12.68
Newcastle, Pa.	14	11,357.45		240.00	83.72
New Haven, Conn.	60	55,220.89	1,701.66	800.70	20.23
New London, Conn.	9	7,704.54	250.00		3.73
New Orleans, La.	110	107,547.76	2,700.00	3,478.56	304.13
New Philadelphia, Ohio.	3	2,374.42			21.89
Newport, Ky.	19	15,459.06	687.50	114.60	107.48
Newport News, Va.	9	6,870.94			53.51
Newport, R.I.	15	13,509.68	1,274.73		23.35
New Rochelle, N.Y.	8	6,730.04			.50
Newton, Iowa.	3	2,126.75			2.12
Newton, Kans.	4	3,379.02	187.36		133.95
Newton Center, Mass.	29	24,671.49	250.00		80.52
New York, N.Y.	1,536	1,445,476.42	22,382.46	8,660.89	3,820.43
Niagara Falls, N.Y.	11	9,388.60	250.00		64.23
Niles, Mich.	4	2,080.67			17.38
Niles, Ohio.	3	1,051.95			24.25
Norfolk, Va.	26	22,230.72	728.94	623.26	311.78
Norristown, Pa.	10	8,296.31			6.41
North Adams, Mass.	10	8,357.11	250.00	30.70	11.18
Northampton, Mass.	9	7,474.17	7.50		12.35
North Attleboro, Mass.	4	3,515.51			.50
North Tonawanda, N.Y.	4	3,515.29			143.33
North Vernon, Ind.	3	1,405.10			26.80
Norwalk, Conn.	4	3,502.91			
Norwalk, Ohio.	4	3,497.82			1.63

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Office.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Incidentals.
Norwich, Conn.	13	\$10,690.60	\$312.00	\$60.00	\$12.23
Norwich, N. Y.	5	3,866.93			3.51
Norwood, Mass.	4	2,997.80			3.85
Nyack, N. Y.	5	4,378.45			144.36
Oakland, Cal.	38	32,712.94	4,887.64		253.21
Oak Park, Ill.	14	11,482.50	113.47	224.20	4.88
Oberlin, Ohio.	4	3,626.53			1.22
Ocean Grove, N. J.	2	2,279.86			39.85
Ogden, Utah.	9	7,458.23	1,000.00		53.75
Ogdensburg, N. Y.	8	6,960.44		150.00	8.50
Oil City, Pa.	9	7,070.00			34.88
Oklahoma, Okla.	4	3,621.49	200.00		24.24
Olean, N. Y.	7	5,724.80			28.08
Olympia, Wash.	3	2,638.95	250.00		7.45
Olneyville, R. I.	4	1,209.33		9.00	22.82
Omaha, Nebr.	77	75,469.58	2,937.50	2,000.00	41.89
Oneida, N. Y.	4	3,505.21			6.46
Oneonta, N. Y.	5	4,377.92		140.00	4.05
Orange, Mass.	4	3,501.36			23.52
Orange, N. J.	14	12,213.25	237.50	300.00	2.27
Oshkosh, Wis.	15	12,664.91	200.00		81.83
Oskaloosa, Iowa	6	5,164.76			6.23
Oswego, N. Y.	11	9,370.28	264.96		58.16
Ottawa, Ill.	8	6,577.46			3.50
Ottawa, Kans.	5	4,414.19			124.50
Ottumwa, Iowa.	10	8,654.52	600.00	306.00	102.32
Owatonna, Minn.	3	1,796.85			32.35
Owego, N. Y.	4	3,600.33			.50
Owensboro, Ky.	7	5,565.00	100.00		132.91
Owosso, Mich.	7	5,737.67	166.30	26.65	7.03
Ossining, N. Y.	5	4,374.28			7.49
Paducah, Ky.	8	6,896.36		84.00	89.37
Painesville, Ohio.	4	3,466.42	200.00		21.03
Palentine, Tex.	3	3,270.87			8.58
Palmyra, N. Y.	2	1,385.16			
Paris, Ill.	4	3,353.51			19.75
Paris, Tex.	5	4,375.74	300.00		
Parkersburg, W. Va.	8	6,964.40	400.00	100.00	129.98
Parsons, Kans.	5	3,991.23			127.18
Pasadena, Cal.	8	6,542.00	1,500.00		89.37
Pasadena, N. J.	13	10,702.35	300.00	70.00	3.88
Pawterson, N. J.	39	36,619.56	102.12	649.92	18.16
Pawtucket, R. I.	20	17,008.96	500.00	247.50	44.15
Peabody, Mass.	6	5,149.06	250.00		31.75
Peekskill, N. Y.	7	5,583.95			.50
Pekin, Ill.	4	3,512.56	400.00		23.50
Penn Yan, N. Y.	3	2,639.13			124.00
Pensacola, Fla.	5	4,303.09			26.93
Peoria, Ill.	32	26,187.05	1,800.00	550.00	218.09
Perry, Okla.	2	799.47			24.09
Perth Amboy, N. J.	4	3,423.10			4.35
Peru, Ind.	5	4,336.33			34.48
Petersburg, Va.	8	6,927.49	300.00		3.89
Petokey, Mich.	3	2,675.20			1.44
Philadelphia, Pa.	981	898,621.23	14,695.00	7,253.85	1,878.71
Phillipsburg, N. J.	4	3,542.81			21.50
Phoenix, Ariz.	4	3,407.18			.50
Phoenixville, Pa.	4	3,606.12			3.16
Pine Bluff, Ark.	7	6,137.05	150.00		6.00
Piqua, Ohio.	7	5,642.81	137.00		4.50
Pittsburg, Kans.	5	4,407.75	200.00		124.50
Pittsburg, Pa.	192	186,820.11	2,100.00	4,490.00	642.66
Pittsfield, Mass.	12	10,093.80	250.00		8.45
Pittston, Pa.	8	7,019.48	240.00	36.00	7.46
Plainfield, N. J.	14	12,127.36	750.00		8.18
Plattsburg, N. Y.	5	4,045.27			49.65
Plymouth, Mass.	4	3,507.03			.70
Pomona, Cal.	3	2,469.15	500.00		2.25
Ponce, P. R.	3	1,999.87			
Pontiac, Ill.	4	3,499.22			124.50
Pontiac, Mich.	6	5,120.45	299.99		23.29
Port Chester, N. Y.	5	4,237.35	200.00		3.60
Port Huron, Mich.	11	9,438.84		122.40	53.50
Port Jervis, N. Y.	5	4,344.10			.50
Portland, Me.	34	27,516.72	778.18	200.00	233.66
Portland, Oreg.	50	44,850.38	2,500.00	500.45	648.00
Portsmouth, N. H.	7	6,157.42			42.75
Portsmouth, Ohio.	11	8,830.30			144.45
Portsmouth, Va.	9	7,311.34			6.24
Potsdam, N. Y.	4	3,433.79			22.77

¹ Office discontinued October 31, 1900. Made a station of Providence office November 1, 1900.

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Office.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Incid- dentials.
Pottstown, Pa.	6	\$5,184.30			\$4.70
Pottsville, Pa.	11	8,983.84			40.04
Poughkeepsie, N. Y.	13	11,398.35	\$300.00		4.41
Prescott, Ariz.	2	1,375.60			31.55
Princeton, Ind.	3	774.91			20.49
Princeton, N. J.	5	4,261.00			1.50
Providence, R. I.	87	81,815.25	2,355.92	\$1,246.00	255.13
Pueblo, Colo.	16	13,695.58	600.00	337.50	95.45
Quincy, Ill.	20	17,502.53	2,000.00	600.00	5.30
Quincy, Mass.	16	12,450.63	756.25	90.00	39.28
Racine, Wis.	19	16,213.35	825.00	468.00	3.40
Rahway, N. J.	4	3,518.63	250.00		4.52
Raleigh, N. C.	7	6,087.72			3.04
Ravenna, Ohio	3	1,406.39			21.82
Reading, Mass.	3	1,411.71			33.41
Reading, Pa.	35	34,257.73		392.00	220.48
Redbank, N. J.	4	3,500.88			26.57
Redlands, Cal.	4	3,246.94	500.00		7.25
Redoak, Iowa	3	2,629.52			149.88
Red Wing, Minn.	4	3,502.82			7.78
Reno, Nev.	2	1,399.46			15.52
Richmond, Ind.	12	10,508.98	600.00		
Richmond, Va.	52	61,396.51	1,687.50		248.31
Ridgway, Pa.	2	1,423.77			.78
Riverside, Cal.	5	3,918.87	799.73	60.00	35.25
Roanoke, Va.	8	6,473.56			14.34
Rochester, Minn.	4	3,498.84			20.00
Rochester, N. Y.	95	92,983.37	1,500.00	1,855.00	738.21
Rockford, Ill.	19	16,212.97	400.00	200.00	76.90
Rock Island, Ill.	12	9,932.73	450.00	262.35	24.12
Rockland, Me.	5	4,376.61			4.33
Rockville, Conn.	3	2,625.37			2.56
Rome, Ga.	6	4,606.65	400.00		
Rome, N. Y.	9	7,851.81			63.17
Rushville, Ind.	3	1,083.42			21.32
Rutherford, N. J.	6	4,439.10	499.99		9.64
Rutland, Vt.	9	7,808.19	750.00	13.00	24.56
Sacramento, Cal.	20	16,180.42	1,500.00	700.00	62.50
Saginaw, Mich.	18	15,325.65	894.45	80.85	7.00
Saginaw West Side, Mich.	9	7,105.92		467.22	81.76
St. Albans, Vt.	3	3,898.55			26.07
St. Augustine, Fla.	3	2,836.87			15.59
St. Cloud, Minn.	4	3,504.45	400.00		
St. Johnsberry, Vt.	5	4,329.17	300.00		20.20
St. Joseph, Mich.	3	2,631.05			7.23
St. Joseph, Mo.	28	25,970.84	375.00	725.15	19.96
St. Louis, Mo.	357	337,623.22	17,523.24	500.00	1,582.49
St. Paul, Minn.	125	119,445.95	4,699.73	3,010.40	977.58
Salem, Mass.	20	17,037.19	250.00	72.50	53.89
Salem, Ohio	4	3,506.64			4.80
Salem, Oreg.	5	3,979.90			34.25
Salina, Kans.	4	3,586.42			134.00
Salisbury, Md.	3	1,095.02			23.54
Salt Lake City, Utah.	35	27,144.25	2,500.00	240.00	410.54
San Antonio, Tex.	23	19,193.21	3,160.50	15.00	39.80
San Bernardino, Cal.	4	3,401.88	500.00	30.00	41.25
San Diego, Cal.	12	10,221.07	1,000.00		33.30
Sandusky, Ohio	11	8,665.17	834.08	130.00	77.69
San Francisco, Cal.	234	227,034.15	9,750.00	4,080.00	6,711.79
San Jose, Cal.	18	15,625.84	2,483.00		250.55
San Juan, P. R.	6	3,926.07			1.77
Santa Ana, Cal.	3	2,624.51	450.00		4.99
Santa Barbara, Cal.	5	4,642.55	600.00		27.25
Santa Cruz, Cal.	5	4,379.12	250.00		.50
Santa Rosa, Cal.	5	4,379.40			22.25
Saratoga Springs, N. Y.	9	7,923.68		46.65	44.75
Sault Ste. Marie, Mich.	5	3,600.01			65.81
Savannah, Ga.	25	20,824.43	800.00	120.00	215.70
Schenectady, N. Y.	12	9,569.70	200.00	175.50	3.30
Scranton, Pa.	43	40,981.77	1,000.00	1,450.00	191.05
Seattle, Wash.	40	34,716.48	1,150.00	360.00	176.24
Sedalia, Mo.	7	6,141.35	200.00		181.30
Selma, Ala.	5	3,921.79	833.15		69.22
Seneca Falls, N. Y.	4	3,501.85			.99
Sewickley, Pa.	4	1,697.27			27.71
Seymour, Ind.	3	2,194.12			
Shamokin, Pa.	7	6,034.66		38.00	25.06
Sharon, Pa.	5	3,924.82			5.30
Sheboygan, Wis.	10	8,628.75			6.23
Shelby, Ohio	3	2,439.47			.86
Shelbyville, Ind.	4	3,504.24			5.09

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Office.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Incl. dentals.
Shenandoah, Pa.	5	\$4,181.38			\$4.00
Sherman, Tex.	6	5,123.30	\$450.00		29.29
Shreveport, La.	7	5,216.11	444.88		14.21
Sidney, Ohio	4	3,420.68			
Sioux City, Iowa.	23	20,205.48	600.00	\$520.00	104.94
Sioux Falls, S. Dak.	9	7,658.28	400.00		133.70
Sistersville, W. Va.	3	2,623.55			125.00
Somerville, N. J.	3	2,000.07			
South Bend, Ind.	17	14,669.81	750.00		23.62
South Bethlehem, Pa.	6	5,009.71			38.00
Southbridge, Mass.	3	937.84			14.40
South Farmingham, Mass.	6	4,843.57	500.00		5.16
South Norwalk, Conn.	6	5,211.40			.50
South Omaha, Nebr.	12	9,116.11	832.88		20.84
South Orange, N. J.	4	2,704.17	250.00		1.96
Spartanburg, S. C.	5	4,213.51			52.21
Spokane, Wash.	23	18,710.68	1,500.00	150.00	61.75
Springfield, Ill.	26	20,637.85	1,200.00	303.60	160.50
Springfield, Mass.	36	30,342.86	1,069.56	600.00	237.76
Springfield, Mo.	14	12,058.34	120.00	517.00	146.50
Springfield, Ohio	22	18,198.77	500.00	406.80	12.42
Stamford, Conn.	10	8,401.22	900.00		4.20
Staunton, Va.	6	4,647.79	82.78		27.50
Steelton, Pa.	4	3,029.88			.40
Sterling, Ill.	5	3,974.23			5.05
Steuenville, Ohio.	8	6,980.23			2.55
Stevens Point, Wis.	5	4,380.61			1.50
Stillwater, Minn.	6	5,259.90			24.44
Stockton, Cal.	11	9,378.68	550.00	140.00	68.77
Streator, Ill.	7	6,124.56	500.00		7.06
Summit, N. J.	4	2,437.03	250.00		
Sunbury, Pa.	4	3,509.26			8.25
Syracuse, N. Y.	77	70,564.73	2,425.00	1,230.00	58.93
Tacoma, Wash.	21	17,571.92	250.00	550.00	174.15
Tampa, Fla.	8	6,581.50		90.00	65.75
Tarrytown, N. Y.	4	3,498.64			5.00
Taunton, Mass.	18	15,377.18	1,800.00	306.72	79.88
Temple, Tex.	4	3,095.01			4.00
Terre Haute, Ind.	21	18,389.08	600.00		92.63
Texarkana, Ark.	7	5,633.28			20.51
Thomasville, Ga.	3	912.04			60.01
Three Rivers, Mich.	3	1,539.83			17.85
Tiffin, Ohio	7	6,075.54			34.51
Titusville, Pa.	5	4,006.58			3.59
Toledo, Ohio	78	73,984.14	2,825.00	2,875.00	200.20
Tonawanda, N. Y.	4	2,624.68			
Topeka, Kans.	21	18,348.43	1,400.00	300.00	89.44
Torrington, Conn.	6	5,094.31	3.50		18.30
Towanda, Pa.	5	2,657.99			8.86
Traverse City, Mich.	5	4,026.06			28.89
Trenton, N. J.	33	27,594.83	250.00	1,096.00	174.17
Trinidad, Colo.	4	3,201.88	240.00		.50
Troy, N. Y.	39	36,170.48	1,304.92	1,200.00	66.20
Troy, Ohio.	3	2,630.18			17.00
Tucson, Ariz.	2	1,749.46			6.25
Tyler, Tex.	4	3,447.11			10.62
Tyrone, Pa.	6	5,254.71			59.43
Uniontown, Pa.	4	3,522.69			.50
Urbana, Ill.	4	2,954.66			14.14
Urbana, Ohio	5	4,116.08	187.50		.20
Utica, N. Y.	84	29,628.39	1,400.00	300.00	184.25
Valdosta, Ga.	3	1,025.04			41.03
Vallejo, Cal.	4	3,071.63			8.61
Valparaiso, Ind.	4	3,606.29	200.00		.50
Van Wert, Ohio.	4	3,468.71			2.00
Vicksburg, Miss.	7	6,151.97		187.48	87.75
Victor, Colo.	3	2,349.28	11.75		46.13
Vincennes, Ind.	6	5,214.25	200.00	36.00	33.95
Vineland, N. J.	5	4,313.11	225.00		20.92
Wabash, Ind.	5	3,568.34	100.00		6.86
Waco, Tex.	11	9,865.07	562.50		109.05
Wakefield, Mass.	5	4,397.80		15.00	.50
Walla Walla, Wash.	4	3,827.31		30.25	11.80
Wallingford, Conn.	4	3,102.04	187.50		21.10
Waltham, Mass.	12	9,781.98	550.00		65.36
Warren, Ohio	5	3,996.46			1.38
Warren, Pa.	5	4,489.79			25.00
Warrensburg, Mo.	3	2,627.22			128.10
Warsaw, Ind.	2	760.76			22.82
Washington, D. C.	218	208,706.47	11,317.73	2,600.00	4,565.19
Washington, Ind.	4	3,263.42			1.92

TABLE C—Continued.

Expenses of free delivery in cities—Continued.

Office.	Number of carriers.	Salaries.	Horse hire.	Car fare.	Inci- dentals.
Washington, N. J.	2	\$1,750.20			\$0.50
Washington, Pa.	9	7,358.02		\$50.00	1.41
Washington C. H., Ohio	4	3,155.14		80.00	8.16
Waterbury, Conn.	19	15,862.77	\$549.46	315.00	95.05
Waterloo, Iowa	7	6,098.57			26.02
Watertown, Mass.	6	5,272.95	537.50	98.80	125.25
Watertown, N. Y.	13	10,964.65	437.50	60.00	74.15
Watertown, S. Dak.	8	1,997.89			
Watertown, Wis.	5	4,371.45			5.40
Waterville, Me.	5	4,455.00			21.00
Watsonville, Cal.	2	3,401.88	500.00	30.00	41.25
Waukegan, Ill.	6	5,192.42	150.00		4.50
Waukesha, Wis.	5	4,116.46			49.38
Wausau, Wis.	5	4,378.85			.50
Waverly, N. Y.	4	3,421.06			10.06
Waycross, Ga.	3	963.71			69.06
Wayne, Pa.	2	1,448.54			13.50
Waynesboro, Pa.	4	3,089.60			10.15
Weatherford, Tex.	2	1,671.62			2.00
Webb City, Mo.	3	774.91			53.31
Webster City, Iowa	4	3,241.02			167.09
Weehawken, N. J.	4	2,525.52			18.07
Wellsville, N. Y.	3	1,204.15			11.81
West Bay City, Mich.	5	4,380.53		60.00	.15
Westboro, Mass.	3	2,631.40			1.30
West Chester, Pa.	6	5,231.76			4.77
Westerly, R. I.	6	5,187.36			1.35
Westfield, Mass.	7	5,941.64	250.00		3.91
Westfield, N. J.	3	895.49			26.90
Westminster, Md.	3	1,954.99		30.00	9.00
West Hoboken, N. J.	6	4,719.96			10.00
West Medford, Mass.	2	1,704.32	8.00		3.10
West New Brighton, N. Y.	7	5,008.94		45.00	30.73
West Superior, Wis.	15	12,270.93		200.00	88.90
West Troy, N. Y.	6	5,127.36			2.71
Wheaton, Ill.	3	1,404.89			24.04
Wheeling, W. Va.	20	17,492.74	250.00	600.00	188.75
White Plains, N. Y.	4	3,549.90			36.11
Wichita, Kans.	15	12,200.07	1,000.00		222.83
Wilkesbarre, Pa.	24	20,925.71	800.00		95.45
Williamsport, Pa.	16	13,596.10	750.00	250.00	99.78
Willimantic, Conn.	6	4,782.75	200.00		.50
Wilmington, Del.	35	33,641.08	125.00	520.00	16.24
Wilmington, N. C.	9	7,873.22	600.00	150.00	11.21
Winchester, Ind.	2	420.07			10.63
Winchester, Mass.	6	4,866.39			3.90
Winchester, Va.	4	3,457.95			36.50
Winfield, Kans.	5	4,379.42	200.00		127.75
Winona, Minn.	11	9,571.91	400.00		
Winsted, Conn.	4	3,499.13			127.00
Winston-Salem, N. C.	11	9,135.91	500.00	35.40	16.21
Woburn, Mass.	9	7,697.41	900.00		3.13
Woonsocket, R. I.	12	10,485.62	350.00		58.85
Wooster, Ohio	4	3,504.46			3.73
Worcester, Mass.	66	64,087.18	2,100.00	1,398.98	888.33
Wyandotte, Mich.	4	2,809.35			3.69
Wyatoom, Wash.	4	3,481.75		90.00	8.68
Xenia, Ohio	5	4,230.71			49.87
Yankton, S. Dak.	3	2,624.49	102.24		127.40
Yonkers, N. Y.	24	18,991.37	825.00	486.57	157.11
York, Pa.	15	12,789.98			102.75
Youngstown, Ohio	24	20,369.39	270.00		73.12
Ypsilanti, Mich.	5	4,457.75	250.00		1.94
Zanesville, Ohio	17	14,400.69	514.00	140.00	123.04

TABLE D.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc., up to June 30, 1901.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Abbeville	S. C.	May 1, 1899	2,000	57	2	46	7	12	85,160
Abbott	Tex.	Sept. 1, 1900	1,260	71	2	48	19	86	88,782
Aberdeen	S. Dak.	Nov. 15, 1900	517	40	1	31	1	21	88,699
Abilene	Kans.	Aug. 15, 1900	494	46	1	26	14	76	93,468
Acampo	Cal.	Mar. 1, 1901	600	29	1	27	8	27	15,712
Accotink	Va.	Oct. 1, 1900	700	27	1	24	14	91	29,237
Ackerland	Kans.	Dec. 15, 1900	550	38	1	26	43	.....	35,462
Ackley	Iowa	Nov. 1, 1900	900	49	1	24	9	101	58,060
Acton	Ind.	June 1, 1901	549	26	1	22	1	2	2,923
Acushnet	Mass.	Jan. 2, 1901	735	17	1	21	12	30	22,224
Ada	Ohio	May 1, 1899	2,000	57	2	46	36	179	159,767
Adams	Minn.	Jan. 2, 1901	738	42	1	25	17	48	24,469
Adel	Iowa	Oct. 1, 1900	1,230	81	2	50	9	87	96,872
Admire	Kans.	Oct. 15, 1900	560	32	1	25	11	101	48,362
Adrian	Mich.	Dec. 4, 1899	1,175	22	1	26	.....	324	224,671
		Sept. 1, 1900	1,340	62	2	54	38	.....	.....
Adrian	Minn.	Aug. 15, 1900	990	85	2	50	4	29	46,928
Afton	Minn.	May 1, 1901	1,102	44	2	45	3	44	12,757
Agawam	Mass.	Dec. 15, 1900	651	9	1	19	.....	21	29,853
Agency	Iowa	Jan. 2, 1901	1,330	58	2	51	17	86	28,557
Aiken	S. C.	May 15, 1899	1,500	55	2	48	26	.....	28,748
Ainsworth	Iowa	Mar. 15, 1900	1,240	58	2	45	50	334	133,614
Akron	Ind.	Jan. 15, 1901	981	34	1	25	3	64	22,335
Akron	Iowa	Oct. 15, 1900	720	36	1	30	2	99	29,760
Albany	Ga.	Apr. 16, 1900	1,000	30	1	27	11	24	28,289
Albany	Oreg.	Jan. 15, 1901	550	35	1	27	1	28	16,498
Albany	Ind.	Nov. 8, 1897	400	20	2	24	2	23	58,790
Albert Lea	Minn.	Nov. 1, 1900	882	36	1	27	1	.....	19,605
Albia	Iowa	Nov. 15, 1900	890	33	1	21	.....	71	36,166
Albion	N. Y.	Dec. 1, 1900	798	20	1	24	21	55	54,501
Albion	Ind.	Apr. 2, 1900	860	42	1	24	4	24	46,679
Albion	Mich.	Mar. 15, 1900	2,015	111	3	75	27	375	194,488
Alburg	Vt.	Sept. 3, 1900	675	23	1	25	25	3	83,051
Aledo	Ill.	Aug. 15, 1900	540	32	1	24	.....	75	42,540
Alexis	Ill.	Nov. 15, 1900	675	36	1	23	6	128	40,980
Allegan	Mich.	July 23, 1900	1,442	73	2	47	38	117	99,816
Allentown	Pa.	July 5, 1899	1,000	16	1	20	.....	90	139,105
		Sept. 1, 1900	2,964	68	2	47	148	.....	.....
Alliance	Ohio	May 14, 1900	1,675	51	2	46	17	146	177,247
Alma	Ill.	Oct. 1, 1900	630	81	1	25	2	24	15,072
Alma	Mich.	July 16, 1900	2,385	125	3	102	14	243	169,041
Alma Center	Wis.	Aug. 15, 1899	702	17	1	22	1	29	50,751
		Aug. 15, 1900	1,000	50	2	51	.....	.....	.....
Alta	Iowa	May 1, 1901	1,827	96	3	76	2	37	25,899
Altosna	Iowa	Nov. 1, 1900	2,220	68	2	53	25	186	87,775
Alvarado	Tex.	Sept. 1, 1900	2,455	143	4	98	84	291	132,795
Alvin	Tex.	Mar. 15, 1900	810	35	1	25	5	41	49,571
		Oct. 2, 1899	800	20	1	31	.....	.....	.....
Amanda	Ohio	Jan. 15, 1901	479	16	1	23	68	130	115,298
		Feb. 1, 1901	550	15	1	21	.....	.....	.....
		May 14, 1900	825	20	1	21	.....	.....	.....
Amboy	Minn.	Oct. 1, 1900	660	36	2	26	7	235	98,872
Americus	Ga.	Dec. 1, 1901	666	28	1	26	.....	185	98,474
		Oct. 1, 1900	2,280	100	4	109	67	.....	.....
Ames	Iowa	Oct. 1, 1900	1,485	83	2	50	7	46	94,221
		Feb. 1, 1901	730	39	1	26	.....	.....	.....
Amity	Pa.	Mar. 15, 1901	900	27	2	40	24	9	12,582
Amnin	Ohio	Jan. 15, 1901	479	16	1	23	3	87	13,538
Anaheim	Cal.	Sept. 15, 1900	2,940	69	3	75	15	294	76,189
Anamosa	Iowa	May 1, 1900	500	32	1	25	6	119	64,638
Anderson	Ind.	Apr. 2, 1900	700	38	1	27	7	40	49,157
Anderson	S. C.	May 1, 1899	2,000	60	2	50	8	24	32,266
Andrews	Ind.	Nov. 1, 1900	994	54	1	28	1	133	29,571
Angola	Ind.	Sept. 1, 1900	1,090	74	2	54	7	189	114,997
Anna	Ill.	June 1, 1900	1,650	55	2	43	4	171	114,106

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Ann Arbor	Mich.	(Mar. 15, 1900 May 15, 1901	1,650 868	46 88	2 1	51 26	20	75	178,350
Anniston	Ala.	(Mar. 15, 1900 Jan. 15, 1901	1,876 535	72 27	2 1	48 25	25	97	114,062
Anoka	Minn.	May 1, 1901	460	86	1	29	1	8	6,727
Antioch	Tenn.	Apr. 15, 1901	1,100	68	2	46	18	20,154	41,021
Antrim	N. H.	Dec. 15, 1900	518	17	1	22	26	6	28,817
Antwerp	N. Y.	May 2, 1898	500	50	1	25	20	9	121,104
Appleton	Wis.	(Mar. 15, 1900 Aug. 15, 1900	1,500 1,000	38 35	1 1	25 25	37	204	23,445
Arcade	N. Y.	Nov. 1, 1900	1,043	19	1	20	5	60	47,756
Arcanum	Ohio.	(.....do..... Feb. 15, 1901	1,185 2,527	22 51	2 2	22 28	21	119	165,897
Archbold	Ohio.	May 1, 1899	1,500	50	2	44	55	25	40,285
Argos	Ind.	(Oct. 15, 1900 Mar. 15, 1901	541 1,021	34 36	1 1	21 25	1	56	98,574
Arlington	Nebr.	Sept. 15, 1900	1,325	69	2	51	23	117	27,571
Arlington	Tex.	Apr. 1, 1901	2,680	138	4	98	26	48	155,044
Ashland	Ohio.	(Oct. 15, 1899 Jan. 15, 1901	1,000 1,675	25 40	1 1	22 23	17	100	49,095
Ashley	Ill.	Feb. 1, 1901	525	26	1	22			131,403
Ashtabula	Ohio.	Sept. 1, 1900	2,034	98	3	72	41	157	19,303
Ashtabula	Ohio.	(Oct. 1, 1900 Feb. 15, 1901	1,450 1,650	52 27	2 1	45 25	20	83	6,294
Ashville	N. Y.	Nov. 15, 1900	558	16	1	20	15	69	227,227
Atalissa	Iowa	May 15, 1901	900	43	1	30		6	41,094
Atchison	Kans.	July 2, 1900	2,225	107	3	75			46,501
Athens	Ga.	(Dec. 1, 1900 Feb. 1, 1899	700 600	32 45	1 1	24 25	33	208	80,978
Athens	Ohio.	(Dec. 1, 1900 Feb. 1, 1901	575 450	30 25	1 1	22 21	44	27	63,666
Athol	Mass.	Aug. 1, 1898	500	12	2	18	7	14	27,882
Atlanta	Ill.	(Dec. 4, 1898 Nov. 15, 1900	700 706	29 34	1 1	23 24		108	46,501
Atlantic	Iowa	Nov. 1, 1900	1,004	43	1	24	12	94	82,411
Atoka	Tenn.	Jan. 11, 1897	500	10	1	20	13	15	227,010
Attica	Ind.	May 14, 1900	1,200	60	2	57	71	259	51,484
Attleboro	Mass.	Apr. 1, 1901	904	18	1	24	35	11	19,420
Atwater	Ohio.	Nov. 1, 1900	1,500	50	2	46	27	147	10,454
Auburn	Ill.	Dec. 10, 1896	1,350	60	3	69	11	104	33,214
Auburn	Ind.	Oct. 1, 1900	868	46	1	25	9	141	42,765
Auburn	Nebr.	.....do.....	1,820	65	2	56	2	43	34,147
Auburn	N. Y.	(Nov. 1, 1900 Jan. 2, 1901	2,443 1,435	64 54	4 3	91 69	59	138	227,010
Auburn	Me.	Apr. 1, 1901	965	31	2	43	55	54	51,484
Auburn	Mass.	Dec. 1, 1901	1,037	15	1	19	27	18	19,420
Auburn	Kans.	Nov. 15, 1900	490	37	1	25		24	10,454
Audubon	Iowa	Nov. 1, 1900	733	47	1	26	2	96	33,214
Augusta	Wis.	Apr. 2, 1900	700	36	1	26		19	42,765
Augusta	Me.	May 1, 1901	798	22	1	25	35	12	34,147
Aurelia	Iowa.	(Sept. 1, 1900 Apr. 15, 1901	495 1,764	44 79	1 2	27 48	15	225	96,125
Aurora	Iowa.	Sept. 15, 1900	585	40	1	25	8	50	33,142
Aurora	Nebr.	July 16, 1900	900	50	1	28	3	62	56,982
Aurora	Ind.	May 15, 1901	885	15	1	22	1	8	3,451
Aurora	S. Dak.	Jan. 15, 1901	774	40	1	28	3	38	21,977
Aurora	Ill.	(May 14, 1900 Mar. 1, 1901	535 500	34 28	1 1	25 23	20	105	76,691
Austin	Minn.	(Oct. 15, 1899 Apr. 15, 1900	680 460	26 23	1 1	30 25	5	80	136,991
Avs	Ill.	Aug. 15, 1900	1,700	82	3	67	158	252	93,983
Avon	Ill.	Nov. 1, 1900	1,787	98	3	75	11	255	75,589
Baileyville	Kans.	Jan. 2, 1901	500	38	1	24	4	8	24,993
Bainbridge	Ga.	Apr. 15, 1900	500	40	2	44	7	11	10,940
Balaton	Minn.	Dec. 1, 1900	1,108	90	2	55	8	170	29,277
Baldwin	Kans.	Nov. 1, 1900	800	43	1	28	51	138	61,751
Baldwinsville	N. Y.	July 5, 1898	2,500	45	4	80	13	43	230,463

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Baltimore	Md	Feb. 20, 1899	600	5	1	20			
St. Denis Sta- tion.	Md	May 15, 1899	1,600	23	1	20			
Powhatan Sta- tion.	Md	Feb. 20, 1899	600	5	1	20	54	12	141,438
Dickeyville	Md	Aug. 15, 1900	600	12	1	25			
Bamberg	S. C.	Apr. 3, 1899	3,000	82	2	51	1	1	37,696
Bancroft	Mich	May 1, 1900	576	32	1	23	9	127	104,201
Bangor	Me	Oct. 15, 1900	1,427	36	2	42	51	22	94,119
Bangor	Wis.	Sept. 1, 1900	1,000	65	2	69	36	146	74,722
Baraboo	Wis.	do	1,278	69	2	53	9	191	112,069
Barclay	Kans	Mar. 15, 1901	550	40	1	28	2	49	18,402
Bardwells Ferry	Mass.	Sept. 1, 1900	428	15	1	21	38	28	80,714
Barnards Crossing	N. Y.	Aug. 15, 1900	1,075	85	1	27	78	35	63,990
Barnesville	Ohio.	Apr. 1, 1901	585	29	1	22		7	17,671
Barnett	Ill.	Dec. 1, 1900	630	38	1	22	23		32,119
Barneveld	Wis.	Aug. 1, 1900	450	34	1	23	5	26	40,195
Barker	N. Y.	Oct. 3, 1898	1,000	30	1	20	8	7	40,991
Barnum	Minn	Oct. 1, 1900	531	32	1	24	32	204	42,464
Barton	Wis.	June 18, 1900	500	30	1	24	11	37	33,817
Basil	Ohio.	July 2, 1900	1,400	40	2	48	10	134	98,344
Batavia	Iowa	Mar. 15, 1900	1,750	32	1	24	9	231	72,812
Batavia	N. Y.	Apr. 15, 1901	1,120	74	2	48			
Bath	N. Y.	Dec. 15, 1900	1,374	38	2	48	13	69	88,024
Battlecreek	N. Y.	Nov. 1, 1900	675	15	1	22	11	49	29,529
Battlecreek	Mich	Apr. 2, 1900	680	33	1	25	1	22	42,794
Battleground	Ind.	Oct. 1, 1900	612	39	1	21	8	34	37,162
Bay City	Mich	do	1,881	46	2	44	35	70	58,340
Beaumont	Pa.	Jan. 2, 1901	744	33	1	25			
Beaman	Iowa	Apr. 1, 1901	986	32	2	38	25	23	20,890
Benson	Ill.	Mar. 1, 1901	610	40	1	25	8	24	13,629
Benson	Ill.	do	500	32	1	26		33	17,740
Beattie	Kans	Oct. 1, 1900	550	35	1	26		218	50,199
Beaverdam	Wis.	Aug. 15, 1900	1,800	75	2	55	9	111	116,303
Beaverdam	Ohio.	June 4, 1900	1,750	18	1	19	2	78	54,627
Beaverdam	Pa.	Nov. 1, 1900	903	30	2	48			
Beaverfalls	Pa.	Apr. 15, 1901	915	24	2	43	62	109	58,619
Bedford	Ind.	Apr. 16, 1900	500	28	1	19	8	15	51,853
Belbend	Pa.	Dec. 1, 1900	472	12	1	21	27	69	21,056
Bellington	W. Va.	May 1, 1901	550	20	1	24	5	7	4,080
Bellaire	Ohio.	May 1, 1900	2,000	15	1	15			
Bellaire	Ohio.	Mar. 1, 1901	580	27	1	19	60	23	67,208
Belle Plaine	Iowa	Jan. 15, 1901	105	32	1	24		11	10,483
Bellerive	Ill.	May 1, 1900	720	29	1	26	6	93	40,063
Belleville	Kans	Aug. 15, 1900	1,440	110	2	56	5	191	103,896
Belleville	Wis.	Aug. 1, 1900	600	41	1	28	36	50	53,965
Belleville	Ill.	Nov. 1, 1900	1,450	60	2	49		42	127,999
Belleville	Ill.	Mar. 4, 1900	900	27	1	20	47		
Bellville	Ohio.	Dec. 15, 1900	1,265	78	2	44	15	232	44,502
Beloit	Kans	Sept. 15, 1900	2,900	148	5	128	14	194	227,715
Beloit	Wis.	July 16, 1900	1,350	73	2	54		319	137,752
Beloit	Wis.	Feb. 1, 1901	500	35	1	26	18		
Beloit	Ohio.	July 15, 1899	1,050	48	2	35	7	114	113,829
Belton	S. C.	May 1, 1899	1,000	21	1	23			
Belton	S. C.	Jan. 2, 1901	1,525	62	3	69	8	107	63,195
Belvidere	Ill.	July 16, 1900	2,030	88	3	80			
Belvidere	Ill.	Jan. 15, 1901	500	30	1	23	32	190	216,869
Belvue	Kans	Oct. 1, 1900	765	54	1	26		163	50,201
Belvue	Kans	Mar. 1, 1901	520	29	1	27			
Bemuspoint	N. Y.	Dec. 15, 1900	883	34	2	43	27	82	41,288
Benton	Mo.	Mar. 15, 1901	653	33	1	24	8		10,019
Benton	Kans	Nov. 1, 1900	550	35	1	25	3	50	26,635
Bennettsville	S. C.	June 4, 1900	665	30	1	26		294	84,142
Bennettsville	S. C.	Sept. 15, 1900	1,190	30	2	46	37		
Benson	Nebr	June 1, 1899	825	9	1	21	2	26	74,372
Benton Harbor	Mich	Oct. 15, 1898	1,900	55	2	46	66	163	215,896
Beresford	S. Dak.	May 1, 1900	594	32	1	24	27	155	141,860
Beresford	S. Dak.	Sept. 15, 1900	2,344	121	3	72			
Bergen	N. Y.	Jan. 15, 1901	714	20	1	26	4	31	81,149
Berlin	Wis.	June 11, 1900	630	30	1	23	12	124	90,555

TABLE D—Continued.

Showing a list of offices which have rural free delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Berlin	Ind.	May 15, 1901	1,350	58	2	42	2	1	8,080
Berlin Center	Ohio.	Oct. 1, 1900	1,150	51	2	49	52	47	61,532
Bernardstown	Mass.	Nov. 2, 1898	470	17	1	18	18	45	78,601
Berryessa	Cal.	Aug. 15, 1900	441	13	1	19	2	5	61,822
Berthoud	Cal.	Sept. 20, 1898	600	9	1	24	14	68	57,793
Berthoud	Cal.	July 16, 1900	500	85	1	25	12	124	90,555
Berlin	Wis.	Nov. 1, 1900	585	30	1	25	7	6	13,806
Berwyn	Pa.	Oct. 1, 1900	697	16	1	25	68	184	67,351
Bethel	Conn.	Mar. 1, 1900	750	18	1	18	6	8	3,128
Bethel	Conn.	Jan. 15, 1901	1,773	36	2	41	11	23	94,498
Bethlehem	Ga.	May 1, 1901	500	18	1	26	4	134	92,565
Bethlehem	Ga.	May 14, 1900	490	30	1	22	3	20	60,089
Bigrock	Ill.	June 25, 1900	500	20	1	23	29	191	107,249
Bingham Canyon	Utah	July 16, 1900	1,400	18	2	41	53	413	166,670
Birmingham	Ala.	Jan. 2, 1901	1,455	30	2	40	34	79	45,189
Bishopville	S. C.	Mar. 15, 1900	1,160	55	2	50	2	6	20,619
Blacklick	Ohio.	Nov. 1, 1900	1,750	16	1	22	17	.....	19,267
Black River Falls	Wis.	Aug. 15, 1900	1,000	67	2	45	4	44	79,250
Blackstone	Mass.	.....do.....	562	10	1	21	20	74	27,199
Blackwater	Mo.	Mar. 15, 1901	495	33	1	23	.....	13	11,964
Blaine	Kans.	Mar. 1, 1901	500	42	1	27	2	144	23,009
Blair	Nebr.	Aug. 1, 1900	2,004	102	3	75	3	72	118,763
Blairsville	Pa.	Jan. 15, 1901	495	32	1	38	7	58	15,435
Bliss	N. Y.	Mar. 15, 1900	600	18	1	22	23	238	121,165
Blissfield	Mich.	Aug. 15, 1900	987	49	2	46	40	134	92,565
Bloomfield	Ohio.	Apr. 16, 1900	891	40	1	25	4	20	60,089
Bloomdale	Ohio.	July 23, 1900	775	18	1	24	3	20	60,089
Bloomer	Wis.	Oct. 1, 1900	1,330	72	2	68	29	191	107,249
Bloomer	Wis.	Apr. 1, 1901	600	35	1	29	.....	9	44,497
Bloomfield	Conn.	Sept. 1, 1900	1,070	12	1	23	19	9	44,497
Bloomfield	Iowa	Nov. 1, 1900	2,520	132	4	10	43	342	107,572
Bloomington	Ind.	Apr. 16, 1900	550	27	1	18	49	100	88,765
Bloomington	Tenn.	.....do.....	250	19	1	25	3	13	21,876
Blue Rapids	Kans.	Oct. 15, 1900	550	30	1	25	.....	8	43,846
Bluffton	Ind.	Apr. 2, 1900	575	38	1	24	19	199	140,832
Bluffton	Ind.	Oct. 15, 1900	1,790	71	2	52	.....	155	107,568
Boise	Idaho	May 14, 1900	918	27	1	25	14	16	20,709
Boise	Idaho	Oct. 15, 1900	516	40	1	26	.....	45	98,362
Bondurant	Iowa	Apr. 15, 1901	1,505	63	2	56	.....	16	20,709
Bonner Springs	Kans.	Oct. 26, 1898	850	36	2	47	31	45	98,362
Bonner Springs	Kans.	Sept. 3, 1900	846	41	1	25	.....	87	140,964
Boone	Iowa	Nov. 15, 1900	918	37	1	24	21	87	140,964
Boone	Iowa	Dec. 1, 1900	855	44	1	27	.....	86	43,837
Boonville	Ind.	Oct. 15, 1900	630	41	1	26	15	86	43,837
Boonville	Ind.	Feb. 15, 1901	500	36	1	2	.....	67	18,861
Boonville	Mo.	Mar. 1, 1901	666	35	1	24	3	67	18,861
Boothwyn	Pa.	.....do.....	576	16	1	24	51	.....	20,027
Boring	Md.	May 15, 1901	621	36	1	23	8	.....	3,607
Boscobel	Wis.	May 1, 1900	450	88	1	24	65	196	109,942
Boscobel	Wis.	Oct. 15, 1900	1,575	73	2	53	.....	27	898
Bottineau	N. Dak.	May 1, 1900	563	87	1	26	.....	17	83,072
Boulder	Colo.	July 16, 1900	800	43	1	23	5	17	83,072
Bowersville	Ga.	May 1, 1901	500	25	1	27	5	.....	2,120
Bowling Green	Ohio.	Oct. 3, 1898	2,000	56	2	44	17	50	875,736
Box	Tenn.	Feb. 1, 1901	675	26	1	20	21	32	15,503
Bradfordville	Ky.	Jan. 1, 1898	1,200	20	2	48	.....	1	34,166
Branchport	N. Y.	Feb. 15, 1901	520	15	1	22	4	8	14,402
Brandon	Tenn.	Sept. 15, 1900	625	38	2	22	10	132	25,496
Brandon	Wis.	Oct. 15, 1900	1,000	40	1	28	3	69	48,187
Brandywine Sum- mit	Pa.	Feb. 15, 1901	1,167	27	2	46	41	.....	19,007
Branford	Conn.	June 1, 1898	1,200	5	1	12	12	4	88,666
Brattleboro	Vt.	Mar. 2, 1898	255	21	1	19	56	85	123,207
Brattleboro	Vt.	Aug. 15, 1900	1,133	52	2	52	.....	53	52,829
Breda	Iowa	Sept. 3, 1900	675	40	1	24	12	33	12,782
Bremen	Ind.	Nov. 1, 1900	747	35	1	22	1	28	31,132
Bremen	Ohio.	.....do.....	700	22	1	20	9	28	31,132
Brewster	N. Y.	July 5, 1899	900	21	1	30	6	12	38,884

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Bridgeport	Conn.	May 14, 1900	800	20	1	23	149	180	119, 178
Bridgeport	Ind.	Mar. 15, 1901	450	10	1	22			
Bridgeport	Ind.	Oct. 2, 1899	918	21	1	23	21	66	89, 272
Bridgeville	Del.	June 11, 1900	475	30	1	22	19	18	38, 534
Bridport	Vt.	Aug. 1, 1900	522	26	1	27	10	42	23, 437
Brighton	Mich.	Mar. 1, 1901	747	35	1	26	1	34	16, 825
Brimfield	Ill.	Jan. 15, 1901	567	32	1	23	2	29	30, 408
Bristol	Ill.	Sept. 15, 1900	500	22	1	24	8	11	33, 245
Bristol	Vt.	Dec. 15, 1900	798	17	1	20	1	48	20, 760
Bristol	Conn.	do	751	14	1	23	17	51	41, 660
Brookport	N. Y.	May 1, 1900	1, 275	22	1	24	13	18	75, 981
Brocton	N. Y.	Nov. 15, 1900	589	15	1	21	6	60	34, 638
Brodhead	Wis.	July 16, 1900	600	33	1	23			
Bronson	Mich.	May 15, 1901	575	27	1	25	21	177	85, 104
Bronwood	Mich.	May 1, 1900	1, 197	82	2	53	6	166	128, 973
Brookings	Ga.	Apr. 1, 1901	400	20	1	22		37	8, 660
Brookings	S. Dak.	Aug. 1, 1900	1, 608	113	4	89	14	258	114, 225
Brookfield	Conn.	Feb. 1, 1901	504	23	1	26	14	21	10, 979
Brookfield Center	Conn.	do	473	13	1	23	11	8	7, 551
Brooklyn	Iowa	Dec. 16, 1897	788	50	2	47			
Brooklyn	Mich.	Aug. 15, 1898					6	85	220, 679
Brooklyn	Ind.	Sept. 1, 1900	612	26	1	23	8	45	34, 062
Brookston	Ind.	Nov. 1, 1900	577	39	1	26	25	10	56, 922
Broomfield	Colo.	Aug. 15, 1900	1, 200	85	2	48	78	166	61, 248
Brown City	Mich.	Oct. 1, 1900	779	38	1	23	35	50	39, 108
Browning	Mo.	Jan. 15, 1901	720	33	1	26	1	14	20, 458
Brownstown	Ind.	Nov. 1, 1900	747	44	1	25	5	42	16, 023
Brownstown	Ill.	Apr. 1, 1901	720	33	1	25	2	63	18, 114
Brunswick	Me.	Dec. 7, 1896	250	16	1	13			
Brunswick	Me.	May 1, 1899	1, 700	45	3	85	232	61	237, 913
Bryan	Ohio.	Oct. 1, 1900	700	81	1	23	5	169	49, 020
Bulger	Pa.	Mar. 15, 1901	400	14	1	22	27	2	5, 434
Burgettstown	Pa.	July 5, 1899	690	18	2	39			
Burgettstown	Pa.	July 17, 1899					240	206	164, 991
Burgettstown	Pa.	Oct. 15, 1900	690	18	2	39			
Burleson	Tex.	Apr. 1, 1901	2, 960	209	5	114	19	61	32, 020
Burlington	Iowa	Aug. 1, 1898	750	18	1	31	30	126	442, 523
Burlington	Kans.	Sept. 1, 1898	3, 100	85	5	130			
Burlington	Kans.	Oct. 15, 1900	600	35	1	28	4	60	58, 851
Burlington	Vt.	July 20, 1898	990	46	2	41	25	66	115, 788
Burlington	N. J.	Oct. 1, 1900	2, 024	54	3	60	59	39	76, 217
Burlington Junc- tion.	Mo.	Aug. 1, 1900	525	25	2	27	2	37	43, 448
Burlingame	Kans.	Oct. 2, 1899	900	28	1	26			
Burlingame	Kans.	Oct. 15, 1900	498	29	1	27	5	312	125, 520
Burt	Mich.	May 15, 1901	675	38	1	25	9	11	5, 554
Burton	Ohio	Aug. 15, 1899	585	45	2	41	14	56	144, 078
Butler	Ill.	July 2, 1900	600	28	1	23	1	81	55, 301
Butler	Tenn.	Nov. 1, 1900	1, 100	28	2	47	37	10	20, 153
Butler	Ohio	Feb. 15, 1901	819	45	1	23	28	52	29, 647
Butler	Mo.	Mar. 1, 1901	594	44	1	26		17	23, 865
Byron	Mich.	Nov. 1, 1900	819	37	1	23	1	89	38, 974
Byron	N. Y.	Feb. 15, 1901	608	16	1	25		7	18, 400
Cadiz	Ohio.	May 1, 1900	1, 200	20	1	20			
Cadiz	Ohio.	May 1, 1901	2, 242	134	4	83	26	122	71, 822
Cadott	Wis.	Sept. 15, 1900	675	39	1	27	11	83	34, 209
Cairo	Ga.	Apr. 16, 1900	400	21	1	21	11	177	42, 350
Cairo	Ga.	Aug. 15, 1900	770	25	1	26			
Cairo	Mo.	Oct. 15, 1896	1, 080	35	2	49	5	65	61, 896
Caldwell	Idaho	Nov. 1, 1900	520	35	1	26	18	145	24, 735
Callao	Mo.	Aug. 1, 1899	500	18	1	23			
Callao	Mo.	Feb. 14, 1901	630	28	1	23	6	38	46, 046
Cambridge	Ill.	Aug. 15, 1900	540	32	1	28			
Cambridge	Ill.	Jan. 15, 1901	630	34	1	23	15	241	79, 589
Cambridge	Ohio.	Nov. 1, 1900	700	20	1	22	2	50	30, 512
Cambridge	Wis.	do	605	36	1	26	18	59	47, 015
Cambria	Wis.	Nov. 15, 1900	720	33	1	25			
Cambria	Wis.	Dec. 1, 1900	697	29	1	24	18	183	99, 142
Camden	Ind.	Oct. 15, 1900	800	36	1	27	8	116	38, 579

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Camden	N. J.	Oct. 1, 1900	769	21	1	23	14	.....	22,369
Camden	N. Y.	Nov. 1, 1900	1,159	59	2	46	14	59	61,465
Camden	Mich.	Dec. 1, 1900	788	35	1	27	3	47	26,729
Cameron	Mo.	Sept. 15, 1899 Apr. 2, 1900 Apr. 16, 1900	2,650	112	4	91	25	767	276,335
Cameron	S. C.	May 15, 1901	694	27	1	27	.....	.....	1,433
Camilla	Ga.	Aug. 15, 1900	530	24	1	25	17	35	23,576
Camillus	N. Y.	Feb. 1, 1900	1,060	18	1	22	66	34	81,738
Campbell	Cal.	Feb. 1, 1897	3,300	75	3	60	144	406	249,637
Campbellsport	Wis.	May 1, 1900	900	37	1	21	54	13	26,533
Camp Chase	Ohio.	Oct. 15, 1900	1,372	20	1	23	39	39	44,365
Camppoint	Ill.	Sept. 1, 1900	820	28	1	24	7	77	40,490
Canal Winchester	Ohio.	Nov. 1, 1900 Feb. 1, 1901	1,285 525	50 20	2 1	44 23	17	81	62,682
Canandaigua	N. Y.	Dec. 1, 1900 Mar. 1, 1901	491 1,828	18 77	1 4	22 93	35	146	80,820
Canastota	N. Y.	Dec. 1, 1900	1,895	55	2	63	36	63	68,231
Canfield	Ohio.	Feb. 1, 1901	600	25	1	21	10	25	19,349
Cannon Falls	Minn.	Mar. 1, 1901	920	67	2	51	1	40	35,408
Canon	Ga.	June 11, 1900	742	39	1	26	4	89	23,210
Canonsburg	Pa.	Mar. 8, 1900 Oct. 15, 1900	3,200 1,015	90 19	4 2	125 43	394	130	274,277
Canton	Ohio.	Jan. 3, 1899	3,900	95	4	80	25	.....	193,593
Canton	Ill.	Nov. 1, 1900	560	34	1	26	4	134	127,972
Capac	Mich.	Oct. 1, 1900	757	34	1	25	16	88	50,818
Carbondale	Ill.	Apr. 2, 1900	2,100	56	4	88	12	87	557,387
Carbondale	Kans.	Mar. 15, 1900 Oct. 15, 1900	700 590	31 48	1 1	27 29	30	378	127,204
Caribou	Me.	do	1,715	52	3	68	61	22	68,534
Carlinville	Ill.	Oct. 16, 1899	700	22	1	26	5	46	43,924
Carlyle	Ill.	Dec. 4, 1899 Oct. 15, 1900	700 1,170	35 64	1 2	26 50	29	127	84,516
Carmel	Ind.	Apr. 16, 1900	625	40	1	25	13	73	83,187
Carnegie	Pa.	Oct. 15, 1900 Apr. 2, 1900	3,050 940	20 34	2 1	43 23	208	29	88,871
Caro	Mich.	July 23, 1900 Aug. 1, 1900	924 810	40 45	1 1	26 26	25	134	137,054
Carpenteria	Cal.	July 2, 1900	1,500	20	1	28	13	24	67,289
Carrollton	Ill.	do	1,280	55	2	45	7	183	78,886
Carroll	Ohio.	Sept. 15, 1900 Aug. 15, 1899	650 500	28 17	1 1	24 27	10	42	30,236
Carthage	Mo.	Apr. 16, 1900 Feb. 1, 1901	1,590 684	58 34	2 1	54 21	21	156	215,167
Carthage	Ill.	Oct. 15, 1900	675	32	1	33	9	195	56,325
Carthage	N. Y.	do	2,095	111	3	76	110	54	105,040
Carter	Ill.	do	810	81	1	24	26	22	26,499
Casasada	N. Y.	Jan. 2, 1901	1,068	39	2	44	12	72	38,188
Castile	N. Y.	Oct. 15, 1900	609	20	1	21	4	43	25,869
Castleton	Ind.	June 1, 1901	555	34	1	21	.....	3	3,310
Cawker City	Kans.	Mar. 1, 1901	550	38	1	26	2	39	19,737
Cedarfalls	Iowa	Dec. 4, 1899 Oct. 1, 1900	711 1,867	27 104	1 3	24 72	15	249	183,135
Cedar	Iowa	Nov. 15, 1900	735	81	1	26	5	.....	35,563
Cedar Grove	Wis.	do	900	32	1	26	14	12	32,020
Cedarville	Ill.	July 23, 1900	500	31	1	21	3	81	84,976
Cedar Springs	Mich.	May 14, 1900	634	34	1	23	26	124	72,264
Centerburg	Ohio.	Dec. 15, 1900	550	28	1	21	8	105	21,963
Center City	Minn.	Dec. 4, 1900	548	19	1	21	21	91	56,075
Center Point	Iowa	Nov. 15, 1900	675	33	1	23	10	65	26,463
Centerville	Ind.	Oct. 1, 1900	783	38	1	28	.....	67	45,078
Centerville	S. Dak.	Sept. 1, 1900	2,524	149	4	117	42	258	80,877
Central City	Iowa	Nov. 15, 1900	1,120	54	2	45	33	84	570,625
Centralia	Ill.	Oct. 1, 1900	3,275	129	4	101	119	119	91,351
Centralia	Kans.	Jan. 2, 1901	505	37	1	26	6	20	24,135
Ceresco	Mich.	July 23, 1900	586	30	1	23	.....	33	37,271
Chagrin Falls	Ohio.	Sept. 18, 1899	2,400	60	3	96	25	56	219,401
Champaign	Ill.	Dec. 15, 1900	585	43	1	27	4	19	27,895
Chandlersville	Ohio.	Nov. 1, 1900	700	24	1	27	7	117	31,084
Chanute	Kans.	Aug. 15, 1900	1,043	117	3	76	27	259	109,847

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Chapin	Ill.	Aug. 1, 1900	500	26	1	22	2	68	45,466
Chardon	Ohio.	Apr. 3, 1899	800	50	2	45	38	53	129,976
Chariton	Iowa	Nov. 1, 1900	1,035	42	1	26	4	18	25,067
Charleroi	Pa.	do	400	10	1	22	35	11	22,581
Charleston	Ill.	Oct. 15, 1900	1,350	62	2	47	.....	141	72,022
Charleston	Mo.	Mar. 1, 1901	666	37	1	23	6	20	4,942
Charlestown	W. Va.	Oct. 1, 1896	600	36	1	60	8	31	91,696
Charlotte	Mich.	Oct. 15, 1900	1,778	76	2	62	19	193	74,224
Charlotte	N. C.	July 15, 1900	670	17	1	25	8	12	88,214
Chapman	Kans.	Oct. 15, 1900	470	38	1	24	9	80	36,262
Chatfield	Minn.	June 18, 1900	842	31	1	20	.....	134	82,338
Chatham	N. J.	May 1, 1901	1,593	84	3	73	.....	7	42,236
Chatham	N. J.	Nov. 1, 1898	1,375	21	1	21	3	7	42,236
Chatham	Va.	Dec. 4, 1899	960	56	2	47	10	10	70,408
Chatham	Va.	Apr. 2, 1900	.....	.....	.....	.....	.....	.....	.....
Chattanooga, Highland Park station.	Tenn.	May 15, 1901	1,000	12	1	25	12	29	5,411
Chazy	N. Y.	Dec. 15, 1900	382	10	1	17	10	55	20,261
Chelsea	Mich.	May 15, 1901	1,449	64	2	52	.....	30	12,585
Cherokee	Iowa	Nov. 1, 1900	1,993	113	3	77	29	389	159,382
Cherokee	Iowa	Apr. 15, 1901	630	35	1	26	.....	.....	.....
Cherryvale	Kans.	Dec. 15, 1900	1,185	79	2	62	3	41	48,622
Cherry Valley	Ill.	Jan. 2, 1901	510	84	1	26	1	16	26,110
Cheaning	Mich.	Aug. 15, 1900	2,174	82	2	57	31	238	151,060
Chester	Ill.	June 4, 1900	676	28	1	21	.....	7	30,068
Chester	Ill.	May 15, 1901	750	29	1	22	8	.....	.....
Chester	Pa.	July 1, 1899	1,000	6	1	18	16	8	31,507
Chestertown	Md.	May 1, 1900	600	42	1	26	7	1	14,433
Chewacha	Ala.	Apr. 2, 1900	671	40	1	24	8	51	26,281
Chicora	Pa.	Aug. 15, 1900	900	20	1	24	50	11	36,495
Chili	N. Y.	Apr. 1, 1901	787	16	1	22	8	.....	6,454
Chillicothe	N. Y.	Sept. 15, 1900	500	32	1	27	.....	.....	.....
Chillicothe	Ohio.	Feb. 1, 1901	2,100	86	2	57	22	89	58,186
Chillicothe	Ohio.	May 15, 1899	715	18	3	24	.....	.....	.....
Chillicothe	Mo.	June 4, 1900	1,475	84	1	55	32	306	335,367
Chillicothe	Mo.	May 1, 1901	3,406	154	5	140	.....	.....	.....
Chinagrove	N. C.	Oct. 23, 1896	500	40	1	25	.....	31	33,046
Chinagrove	N. C.	Sept. 1, 1900	585	36	1	27	.....	.....	.....
Chippewa Falls	Wis.	do	700	33	1	25	.....	.....	.....
Chippewa Falls	Wis.	do	540	30	1	27	42	221	110,650
Chippewa Falls	Wis.	Feb. 1, 1901	570	36	1	26	.....	.....	.....
Chippewa Falls	Wis.	Mar. 1, 1901	495	32	1	30	.....	.....	.....
Chrisman	Ill.	Jan. 15, 1901	563	35	1	26	1	46	17,415
Chuckey City	Tenn.	do	2,750	80	4	103	127	178	61,793
Churchville	N. Y.	Nov. 15, 1900	617	19	1	25	.....	20	32,016
Churubusco	Ind.	Nov. 1, 1900	872	46	1	28	5	63	39,105
Circleville	Ohio.	Oct. 24, 1898	700	15	1	26	2	9	63,778
Clarksville	Ind.	Apr. 16, 1900	800	36	1	29	13	264	80,795
Clarksville	Ind.	Nov. 1, 1900	567	31	1	22	.....	.....	.....
Clarinda	Iowa	Dec. 1, 1900	4,276	124	3	81	11	161	98,894
Clarkfield	Minn.	Dec. 15, 1900	1,080	90	2	52	1	56	38,692
Clarkston	Mich.	Sept. 1, 1900	1,489	77	2	56	11	153	119,321
Clarksville	Ark.	Oct. 19, 1896	450	40	3	99	.....	44,199	.....
Clarksville	Iowa	Sept. 1, 1900	684	38	1	27	23	106	47,360
Clarksville	Tenn.	Sept. 15, 1900	525	23	1	21	33	157	124,703
Clarksville	Tenn.	Feb. 1, 1901	600	49	1	27	.....	.....	.....
Clay Center	Kans.	Oct. 23, 1899	700	24	1	26	12	70	93,694
Claypool	Ind.	Sept. 1, 1900	572	52	1	27	.....	.....	.....
Claypool	Ind.	Nov. 1, 1900	787	33	1	22	8	84	23,808
Claysville	Pa.	Mar. 15, 1900	3,100	80	4	125	352	160	241,165
Claysville	Pa.	Jan. 15, 1901	1,300	28	3	64	.....	.....	.....
Clearlake	Iowa	Aug. 15, 1900	666	40	1	29	.....	58	69,184
Clermont	Ind.	June 1, 1900	675	35	1	25	10	4	2,533
Clifton	Kans.	Oct. 1, 1900	1,065	69	2	52	3	56	65,979
Clifton	Kans.	June 1, 1901	1,020	68	2	55	.....	.....	.....
Clifton Springs	N. Y.	Nov. 15, 1900	1,188	30	2	48	8	81	62,647
Climax	Mich.	Dec. 3, 1896	1,150	24	2	57	20	130	96,896
Clinton	Iowa	Mar. 15, 1900	603	30	1	21	26	90	114,720
Clinton	N. Y.	Apr. 2, 1900	2,460	60	3	61	24	152	181,162

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Application for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Clinton	Mo	Apr. 15, 1901	1,072	71	2	58	7	30	22,461
Clinton	Mich	Nov. 15, 1900	698	34	1	25	2	48	26,549
Clyde	Ohio	Sept. 18, 1899	1,560	20	1	27	41	313	254,963
Clyde	Kans	July 2, 1900	2,750	85	3	89	1	23	8,992
Coal Center	Pa.	June 1, 1901	1,680	118	3	82	173	43	56,928
Cocato	Minn	Oct. 1, 1900	1,010	37	2	45	5	69	17,629
Cochran	Pa.	do	1,066	35	1	26	55	102	158,502
Cochranville	Pa.	Mar. 15, 1901	1,057	32	2	41	11	51	10,760
Coffeen	Ill	Aug. 15, 1900	2,375	47	4	87	21	79	59,745
Coggon	Iowa	May 1, 1901	688	31	1	21	6	21	6,400
Colches	N. Y.	Nov. 15, 1900	1,040	66	2	52	14	79	55,027
Colches	Mich	Apr. 1, 1901	546	25	1	23	11	15	12,685
Coldwater	Mich	Apr. 1, 1901	630	36	1	25	6	187	55,027
Colerain	Mass.	Feb. 1, 1901	540	15	1	24	7	15	12,685
Colfax	Wis.	May 1, 1901	600	36	1	24	4	27	11,567
Colfax	Ind.	Sept. 15, 1900	909	36	1	29	17	129	67,879
Collinsville	Ohio	Oct. 15, 1896	200	10	1	23	7	7	38,694
Colo	Iowa	Feb. 1, 1901	1,115	69	2	48	34	48,996	
		Sept. 15, 1900	1,555	110	3	72			
Columbia City	Ind.	Oct. 2, 1899	700	30	1	24	16	474	328,330
		Oct. 15, 1900	481	35	1	27			
Columbia	Pa.	Feb. 15, 1901	1,080	16	1	18		22	15,851
		Apr. 16, 1900	1,850	87	3	75			
Columbus	Ind.	Mar. 15, 1901	585	36	1	23	74	210	204,400
		Sept. 1, 1900	630	67	2	50			
Columbus	Wis.	Aug. 15, 1899	600	24	1	18	20	158	127,870
Columbus	Ohio	July 16, 1900	2,000	32	2	43			
Station C	Ohio	Feb. 1, 1901	1,300	20	1	25	57	128	89,195
Columbus	Kans	do	1,740	143	3	81	23	271	65,262
Columbus Junction	Iowa	July 5, 1899	700	20	1	31	13	288	156,382
		Nov. 1, 1900	1,890	100	3	87			
Concord	N. H.	Sept. 5, 1899	4,050	165	7	133			
		Oct. 15, 1900	562	15	1	20			
Penacook sta- tion.	N. H.	Feb. 15, 1901	612	22	1	25	463	422	919,291
Concord	Tenn.	Oct. 1, 1900	625	39	1	24	17	40	22,413
Concordia	Kans	Aug. 15, 1900	2,010	129	3	78	7	159	149,498
Conesville	Iowa	do	558	28	1	24	6	70	42,304
Conneaut Lake	Pa.	Jan. 2, 1901	1,034	38	2	47	18	156	46,929
Connersville	Ind.	Oct. 7, 1900	2,222	101	3	80	45	156	115,904
Conrad	Iowa	Nov. 1, 1900	590	42	1	28		43	51,967
Conshohocken	Pa.	do	1,817	27	1	44	26	36	41,521
Constableville	N. Y.	July 5, 1899	500	21	1	20	33	26	72,049
		Aug. 15, 1900	554	25	1	22			
Contoocook	N. H.	Nov. 1, 1900	1,070	33	2	40	50	159	55,557
Converse	Ind.	Apr. 16, 1900	645	34	1	26		55	63,548
		Oct. 15, 1900	575	25	1	25			
Conyers	Ga.	June 1, 1901	775	60	2	53	9	61	34,520
Cope	S. C.	Mar. 1, 1899	2,500	80	2	49	2		35,442
Corning	N. Y.	Dec. 15, 1900	585	14	1	20	15	40	23,458
Corning	Kans	Mar. 15, 1901	500	36	1	25		50	15,540
Corning	Iowa	Mar. 1, 1901	2,215	148	4	115	1	90	60,837
Cortland	N. Y.	Dec. 1, 1900	700	16	1	24	21	30	42,093
Corunna	Mich	Nov. 1, 1900	964	32	1	23	1	24	47,396
Corydon	Iowa	Dec. 15, 1900	896	48	1	28	11	73	26,832
Coshocton	Ohio	Aug. 1, 1899	500	25	1	21		25	30,981
Coseob	Conn	Apr. 15, 1901	674	13	1	24	11	12	17,343
Cottage Grove	Minn	Oct. 2, 1899	1,500	66	3	74	25	283	158,487
Council Bluffs	Iowa	Nov. 1, 1900	720	37	1	27	25	28	90,045
Courtland	Kans	Sept. 15, 1900	769	52	1	26	3	156	49,474
Covington	Ind.	June 1, 1899	500	17	1	25	20	249	83,575
Covington	Ky	May 1, 1900	1,000	25	1	23	10		17,597
		Nov. 1, 1900	775	42	1	29			
Cozad	Nebr	Feb. 1, 1901	1,500	86	2	57	11	159	85,692
		Sept. 1, 1900	1,325	61	2	45	10	89	118,192
Craig	Nebr	Aug. 1, 1898	1,500	65	2	58			
Crawfordsville	Ind.	June 1, 1899	1,700	95	3	70	69	361	316,052
		Jan. 2, 1901	797	30	1	28			
		Feb. 15, 1901	1,015	63	2	49			
Creston	Iowa	do	1,790	107	3	74	22	207	111,820

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Cromwell	Conn.	Apr. 2, 1900	875	12	1	20	46	76	68,088
Cromwell	Ind.	Oct. 1, 1900	675	41	1	27	2	72	29,424
Crothers	Pa.	Feb. 15, 1901	600	12	1	21	7	38	20,307
Crisfield	Md.	June 1, 1901	2,700	25	1	22	.....	2	2,131
Crown Point	Ind.	Nov. 1, 1900	621	34	1	27	24	112	40,470
Cuba	Kans.	Oct. 1, 1900	510	40	1	23	.....	121	51,633
Cumberland	Wis.	May 1, 1900	747	39	1	25	.....	25	37,994
Cumberland	Ind.	Aug. 15, 1900	800	35	1	27	12	29	43,170
Cumberland Gap ..	Tenn.	Oct. 15, 1900	1,400	42	2	47	67	99	22,766
Cuthbert	Ga.	Apr. 16, 1900	600	20	1	28	6	69	28,992
Cummings	Kans.	Dec. 1, 1900	600	29	1	19	2	61	20,803
Cutler	Ill.	Nov. 1, 1900	720	30	1	24	7	32	36,956
Cuyahoga Falls ..	Ohio.	Sept. 5, 1899	1,250	40	2	37	26	40	131,643
Cynthiana	Ky.	Apr. 16, 1900	625	22	1	22	2	45	59,750
Daleville	Ind.	Nov. 1, 1897	298	30	1	26	.....	4	38,570
Dakota	Ill.	July 23, 1900	700	30	1	24	23	54	64,252
Dakota	Nebr.	Oct. 1, 1900	725	34	1	29	4	98	62,922
Dallas	Ill.	Sept. 1, 1900	563	31	1	25	.....	23	35,920
Dallas Center	Iowa	Oct. 1, 1900	620	36	1	24	4	49	49,865
Dallas Center	Iowa	Mar. 1, 1901	610	40	1	31	.....	.....	.....
Danbury	Conn.	Jan. 15, 1901	4,558	90	6	125	139	335	113,254
Danvers	Mass.	Dec. 1, 1900	1,165	15	1	25	10	17	27,369
Danville	Ill.	June 25, 1900	5,425	110	6	130	12	120	279,620
Danville	Ind.	Apr. 2, 1900	1,200	37	1	27	37	18	77,492
Danville	Iowa	Oct. 9, 1899	1,128	45	2	54	31	154	164,480
Danville	Ohio.	Feb. 15, 1901	635	31	1	21	4	26	14,038
Dardanelle	Ark.	Aug. 15, 1900	1,425	61	2	45	10	191	36,705
Darien	Conn.	Apr. 15, 1901	855	9	1	2	8	7	4,722
Darien Center	N. Y.	Nov. 1, 1900	1,449	50	2	44	32	77	54,355
Darlington	Ind.	Apr. 3, 1899	750	20	1	23	3	87	54,718
Darlington	S. C.	Apr. 2, 1900	950	20	1	26	.....	.....	.....
Darlington	S. C.	Sept. 1, 1900	600	19	1	29	16	123	60,796
Darttown	Ohio.	Oct. 15, 1896	600	14	1	21	5	.....	21,126
Davenport	Iowa	Oct. 23, 1899	513	29	1	25	136	372	337,247
Davenport	Iowa	Aug. 1, 1900	2,640	125	4	108	.....	.....	.....
Davison	Mich.	Feb. 1, 1901	765	30	1	23	14	86	46,028
Davison	Mich.	May 15, 1901	2,407	90	3	71	.....	.....	.....
Dawson	Ga.	Apr. 2, 1900	1,500	78	3	74	6	276	109,911
Dawson	Ga.	Apr. 1, 1901	800	40	2	52	.....	.....	.....
Dayton	Oreg.	June 11, 1900	750	28	1	20	2	141	61,344
Dayton	Va.	June 1, 1899	1,500	22	1	22	18	58	25,831
Decatur	Ill.	June 4, 1900	1,700	64	2	49	7	116	80,771
Decatur	Nebr.	Aug. 1, 1900	920	45	1	24	18	172	197,347
Decatur	Ga.	May 1, 1901	500	18	1	24	7	3	7,424
Decorah	Iowa	June 18, 1900	553	32	1	25	.....	.....	.....
Decorah	Iowa	June 1, 1901	585	30	1	25	13	74	111,662
Decorah	Iowa	Oct. 15, 1900	1,024	63	2	49	.....	.....	.....
Deerfield	Mass.	Sept. 1, 1898	200	3	1	5	43	34	47,319
Deerfield	Wis.	Nov. 1, 1900	900	31	1	26	1	4	35,791
Defiance	Ohio.	July 5, 1899	2,500	110	3	74	75	683	224,426
Deforest	Wis.	Sept. 15, 1900	765	36	1	27	14	62	41,422
Dekalb	Ill.	July 2, 1900	500	20	1	23	1	.....	37,371
Delavan	Ill.	May 14, 1900	1,225	63	2	47	16	186	128,324
Delaware	N. J.	Aug. 1, 1899	470	12	1	20	44	34	66,853
Delaware	Ohio.	May 1, 1899	800	25	1	23	.....	.....	.....
Delaware	Ohio.	Nov. 1, 1900	1,475	36	2	47	35	87	169,315
Delaware	Ohio.	June 1, 1901	2,125	52	3	63	.....	.....	.....
Dell Rapids	S. Dak.	Oct. 2, 1899	580	20	1	24	.....	71	36,735
Delmar	Del.	Mar. 1, 1900	625	65	2	46	12	24	64,965
Delphi	Ind.	Aug. 15, 1898	650	26	1	27	8	162	81,623
Delphi	Ind.	Oct. 15, 1900	671	34	1	20	.....	.....	.....
Delta	Ohio.	July 2, 1900	2,190	37	2	50	29	181	96,672
Denver	Colo.	.....do.....	875	18	1	29	24	44	54,785
Depeew	N. Y.	May 14, 1900	2,350	5	2	34	38	82	265,019
Derby	Kans.	Oct. 15, 1900	615	35	1	24	11	78	34,240
Detroit	Mich.	May 16, 1898	1,100	.....	2	200	17	.....	113,674
De Sota	Iowa	Oct. 1, 1900	560	30	1	26	.....	38	46,617
Dexter	Iowa	.....do.....	770	39	1	29	2	23	49,739
Dexter	Minn.	May 15, 1901	486	37	1	25	2	4	4,949
Dillon	S. C.	Apr. 2, 1900	650	35	1	28	37	75	31,773

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Dixon	Ill	June 1, 1899	960	11	1	20			
Dresden	Ohio	Aug. 15, 1900	675	36	1	25	49	236	150,064
Driftwood	Pa	July 23, 1900	1,250	50	2	47	10	58	80,042
Dryden	Mich	May 14, 1900	500	20	1	20	1	98	22,363
Dorchester	Nebr	Oct. 1, 1900	832	38	1	25	6	84	34,769
Des Palms	Cal	Sept. 15, 1900	800	50	1	27	12	135	53,635
Dousman	Wis	do	750	42	1	21	23	799	96,143
Dover	N. H.	Nov. 15, 1900	500	33	1	25	16	79	35,395
Downing	Wis	do	856	14	1	20			
Downing	Wis	Mar. 1, 1901	1,705	25	2	43	49	82	52,606
Dublin	Ga	Feb. 1, 1901	585	40	1	26	26	110	27,036
Dublin	Ga	Oct. 1, 1900	1,125	40	2	52	11	199	45,186
Dublin	Ohio	Nov. 15, 1900	600	22	1	24	13	33	22,858
Dubuque	Iowa	Dec. 4, 1899	2,277	70	3	69	185	131	326,483
Dundas	Minn	May 14, 1900	1,350	78	2	58			
Dunlap	Ill	Mar. 15, 1901	408	35	1	26	2	53	48,881
Dunlap	Ill	Oct. 8, 1898	275	15	1	23	11	26	69,898
Dunlap	Iowa	Dec. 15, 1901	650	30	1	24	1	65	41,004
Dunns Station	Pa	Apr. 1, 1901	1,510	49	4	75	63	8	28,454
Duquoin	Ill	July 5, 1899	500	9	1	21	7	290	127,932
Dunreith	Ind	Oct. 1, 1900	1,500	90	3	79			
Durand	Mich	do	801	35	1	27	13	117	44,666
Durand	Wis	May 14, 1900	909	33	1	23		66	94,486
Durand	Wis	do	650	37	1	24	5	31	46,733
Durango	Colo	Sept. 15, 1900	660	48	1	33	38	137	55,077
Dysart	Iowa	Nov. 1, 1900	505	41	1	26	10	127	40,684
Eagle	Mich	Mar. 15, 1901	811	36	1	27	3	63	13,353
Eagleville	Conn	Dec. 15, 1900	700	15	2	30	40	20	14,357
Earlham	Iowa	Apr. 2, 1901	510	18	1	26			
Earlham	Iowa	Sept. 5, 1899	510	18	1	26	6	208	172,474
East Akron	Ohio	Oct. 1, 1900	1,260	64	2	46			
East Greenwich	R. I.	do	700	27	1	25	10	122	62,373
East Greenwell	R. I.	Aug. 15, 1900	539	17	1	21	13	34	35,398
Easley	S. C.	May 1, 1899	2,000	60	4	49	10	22	37,136
East Chatham	N. Y.	Apr. 16, 1900	1,000	20	1	23	57	153	63,880
Eastlake	Ala	Jan. 2, 1901	535	24	1	22	13	4	11,009
Easton	Md	Feb. 15, 1899	1,100	65	2	45	13	26	92,595
East Stroudsburg	Pa	Nov. 1, 1900	1,107	27	2	49	47	28	59,689
Eaton	Ind	Nov. 8, 1897	227	20	1	17	4	47	65,667
Eaton	Colo	Sept. 1, 1900	640	48	1	24	8	44	53,556
Eaton Rapids	Mich	Sept. 15, 1900	1,922	72	2	54	38	331	133,109
Eau Claire	Wis	Apr. 16, 1900	850	29	1	24			
Eau Claire	Wis	Sept. 3, 1900	1,250	67	2	54	22	71	132,983
Echo	Minn	Oct. 1, 1900	495	34	1	24	2	13	19,062
Eckford	Mich	July 5, 1899	1,300	49	2	42	58	35	138,627
Eden	Ill	Mar. 15, 1900	850	32	1	28	8	177	83,534
Edenvalle	Cal	July 5, 1899	755	30	1	30	5		49,117
Edenfield	Tenn	May 14, 1900		1			55		56,155
Edgerton	Wis	Sept. 1, 1900	1,860	58	2	50	12	110	176,327
Edgewater	Colo	July 5, 1899	1,210	10	1	22	48	270	120,825
Edgewater	Colo	Aug. 15, 1900	1,065	37	1	23			
Edina	Mo	Apr. 15, 1901	630	35	1	26	2	24	8,430
Edinburg	Ind	July 16, 1900	1,190	51	2	43	8	91	99,320
Edisto Island	S. C.	Aug. 15, 1900	3,000	40	1	26	9	31	25,296
Edwards	Ind	Sept. 15, 1900	475	26	1	23	59	24	25,772
Edwardsville	Kans	Aug. 1, 1899	549	16	1	22	1	21	54,591
Elfingham	Kans	Feb. 15, 1900	700	21	1	30	10	89	68,575
Elfingham	Kans	Feb. 1, 1901	376	11	1	20			
Eighty-four	Pa	Mar. 15, 1901	525	12	1	23	27		19,611
Elba	N. Y.	Oct. 15, 1896	1,099	36	3	60	3	75	154,110
Elberton	Ga	June 4, 1900	450	50	1	29	9	11	27,407
Eldon	Iowa	Feb. 1, 1901	695	21	1	22	2	27	15,186
Eldora	Iowa	Aug. 15, 1898	527	35	2	40	5	143	120,603
Eldorado	Wis	June 1, 1901	550	33	1	26		2	2,813
Eldorado	Kans	Nov. 1, 1900	600	35	1	26	6	54	49,699
Elgin	Iowa	Dec. 15, 1901	750	39	1	30	2	11	35,105
Elizabethtown	Ind	Dec. 15, 1900	500	25	1	21			
Elizabethtown	Ind	Mar. 15, 1901	500	26	1	20	9	62	22,264
Elizabethton	Tenn	Apr. 2, 1900	2,000	36	2	46			
Elizabethton	Tenn	Aug. 1, 1900	1,000	15	1	24	22	29	138,935

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Elida	Ohio...	June 4, 1900	1,000	22	1	25	5	77	67,804
Elk City	Nebr...	June 1, 1899	550	8	1	19	4	33	127,839
Elkhart	Ind.....	Apr. 2, 1900	660	46	1	25			
		Nov. 15, 1900	792	32	1	27	7	14	73,887
Ellicott City	Md.....	Jan. 1, 1898	2,400	64	4	76	69	56	202,304
Ellis	S. Dak.	May 1, 1899	400	44	1	24	2		31,983
Ellsore	S. C.....	Apr. 3, 1899	2,500	55	2	50		12	43,452
Ellsworth	Kans...	Mar. 1, 1900	600	60	1	30	3	16	34,725
Elmira	N. Y.....	June 4, 1900	915	30	1	24	2	94	34,843
Elmont	Kans...	July 16, 1900	568	60	1	25	3	105	48,299
Elmonte	Cal.....	Aug. 15, 1900	1,140	23	1	23	13	137	47,682
Elmwood	Ill.....	May 14, 1900	680	38	1	26	7	126	89,571
Elmwood	Ohio...	Nov. 15, 1900	775	20	1	23	20		26,086
Elroy	Wis.....	May 1, 1900	700	20	1	21		119	59,521
		Feb. 15, 1901	486	33	1	25	8		
Elsie	Mich...	Nov. 1, 1900	743	32	1	20	5	44	24,276
Elwood	Ind.....	Oct. 15, 1900	1,710	42	1	28	13	60	41,490
Elyria	Ohio...	May 1, 1900	1,500	20	1	19			
		Mar. 1, 1901	1,756	40	1	22	6	85	80,967
Emden	Ill.....	Dec. 15, 1900	490	30	1	22	1	93	25,148
Emmett	Mich...	Oct. 15, 1900	1,278	69	2	47	41	26	53,857
Emporia	Kans...	Oct. 15, 1900	3,100	160	5	180	14	232	255,545
		Feb. 15, 1901	560	25	1	24			
Emporium	Pa.....	Feb. 1, 1901	945	49	2	52	2	57	20,176
Enosburg Falls	Vt.....	Dec. 15, 1900	504	17	1	20	13	47	18,227
Erie	Pa.....	Dec. 1, 1900	3,630	97	6	134	141	303	163,290
Erwin	Tenn...	Oct. 15, 1900	600	13	1	24	23	8	14,419
Escondido	Cal.....	Feb. 1, 1901	600	31	1	28	7	20	18,881
Esksridge	Kans...	Apr. 15, 1901	530	40	1	26	8	41	26,405
Espyville Station	Pa.....	Oct. 1, 1900	1,976	38	2	48	26	140	48,639
Etna Green	Ind.....	Oct. 15, 1900	1,701	68	2	46	11	250	62,065
Eudora	Kans...	July 16, 1900	959	46	1	26			
		Apr. 15, 1901	550	33	1	25	15	100	104,783
Evansville	Ind.....	Apr. 16, 1900	2,875	110	4	97	177	161	274,326
		Sept. 1, 1900	525	34	1	26			
Evansville	Wis.....	Apr. 15, 1901	675	40	1	26	3	24	10,608
Everest	Kans...	Jan. 15, 1901	1,045	64	2	51		27	42,304
Ewing	Mo.....	June 1, 1901	540	81	1	26	6		1,636
Excelsior	Minn...	Oct. 1, 1900	1,460	60	3	64	28	81	101,107
Exeter	Nebr...	Mar. 15, 1901	1,500	77	2	47	8	12	21,702
Eyota	Minn...	June 18, 1900	612	50	1	26	26	14	48,429
Fairbury	Ill.....	Aug. 15, 1900	675	38	1	25	8	253	96,399
		Feb. 15, 1901	1,040	70	2	48			
Fairbury	Nebr...	Oct. 1, 1900	675	34	1	27			
		Jan. 15, 1901	725	40	1	25	8	208	114,969
Fairfax	Mo.....	Dec. 15, 1900	650	38	1	26		43	30,169
Fairfield	Pa.....	Oct. 15, 1900	1,899	34	2	45	42	36	33,992
Fairfield	Conn...	Dec. 15, 1901	1,678	20	3	55		20	72,566
		Mar. 15, 1901	881	9	1	26	31		
Fairgrove	Mich...	Nov. 1, 1900	1,080	41	1	28	26	81	31,494
Fairman	Ill.....	Oct. 15, 1900	540	29	1	25	18		12,605
Fairmont	Nebr...	June 4, 1900	625	33	1	25	1	40	59,831
Fairmont	W. Va...	Apr. 2, 1900	2,275	60	4	72	58	112	168,301
Fairmont	Ind.....	Apr. 2, 1900	800	35	1	24		241	119,899
		Oct. 15, 1900	698	38	1	22	35		
Falconer	N. Y.....	Aug. 15, 1900	1,175	50	2	43	32	183	55,569
Faribault	Minn...	June 4, 1900	925	41	1	22			
		Feb. 15, 1901	2,276	175	5	127	6	124	145,262
Fairport	Iowa...	Feb. 1, 1901	520	40	1	21	37		15,577
		Nov. 1, 1900	500	20	1	22			
Fallbranch	Tenn...	Jan. 2, 1901	425	16	1	20	59	65	29,029
Fallriver	Wis.....	Nov. 15, 1900	630	30	1	24	4	76	40,650
Farmington	Kans...	Sept. 15, 1900	500	30	1	22	17	40	48,987
Farmington	Ill.....	Oct. 15, 1900	702	35	1	24	2	18	51,610
Farmington	Mich...	Aug. 1, 1900	680	36	1	24		7	70,500
Farmington	Del.....	June 18, 1900	800	43	2	41	33	40	52,550
Farmington	Minn...	Jan. 1, 1897	298	96	4	95	20	96	133,489
Farmington	Me.....	Jan. 2, 1901	2,904	58	3	71			
		Apr. 15, 1901	963	29	2	43	61	73	38,714
Farmland	Ind.....	May 1, 1900	575	36	1	26		55	75,519

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Farragut	Iowa ..	Dec. 1, 1900	693	40	1	26	12	81	60,001
Fate	Tex. ..	Aug. 1, 1899	750	18	1	23	28	227	90,922
Fayette	Ohio ..	July 2, 1900	1,645	41	2	49	4	179	60,630
Fayette	Iowa ..	Mar. 15, 1901	2,542	76	3	67	6	108	80,311
Fayetteville	Tenn. ..	May 1, 1901	1,300	41	2	49	.....	11	5,783
Fennimore	Wis.	Feb. 5, 1900	606	33	1	26	.....	99	70,939
		Nov. 1, 1900	506	34	1	24	.....	
		May 1, 1900	740	21	1	21	.....	
Fillmore	N. Y.	Oct. 15, 1900	1,149	52	2	46	61	336	149,307
Finleyville	Pa. ....	.....do.....	1,320	28	2	41	65	55	51,003
Findlay	Ohio ..	Sept. 5, 1899	3,390	90	4	105	60	413	495,857
		July 23, 1900	655	16	1	29	.....	
Fennville	Mich.	Oct. 15, 1900	945	35	1	24	28	109	49,968
Fenton	Mich. ....	.....do.....	1,435	69	2	45	13	133	71,466
Flatrock	Tenn. ..	May 14, 1900	2,700	110	4	85	99	61	184,171
Flint	Mich.	Nov. 15, 1900	869	43	1	25	27	163	81,960
Flora	Ind.	May 1, 1900	875	35	1	29	4	65	72,139
Florence	Nebr.	June 4, 1900	700	38	1	21	1	12	55,978
Florence	Pa.	Oct. 15, 1900	1,080	28	2	43	96	184	96,712
Flushing	Mich.	Aug. 15, 1900	967	35	1	25	2	80	66,134
Folsom	Cal.	June 4, 1900	1,200	22	1	23	22	315	94,503
		May 1, 1900	1,000	40	1	23	.....	
Fond du Lac	Wis.	Oct. 15, 1900	1,620	68	2	50	7	14	151,175
Forest City	Iowa ..	Nov. 15, 1900	2,633	121	3	77	10	141	117,475
Foresthill	Md.	Dec. 1, 1900	960	50	2	42	40	36	47,836
Forestville	N. Y.	July 16, 1900	1,470	85	2	45	41	300	120,445
		Feb. 15, 1901	468	16	1	21	.....	
Fostoria	Ohio ..	Oct. 1, 1900	1,260	48	2	48	9	88	87,663
Fort Atkinson	Wis.	Sept. 18, 1899	825	27	1	23	3	16	117,619
Fort Branch	Ind.	Nov. 1, 1900	1,377	80	2	47	11	253	64,222
Fort Collins	Colo.	Sept. 15, 1900	750	41	1	24	14	16	81,695
		Apr. 15, 1901	695	40	1	25	.....	
Fort Crook	Nebr.	July 2, 1900	650	31	1	20	2	68	45,304
		June 18, 1900	730	26	1	22	.....	
Fort Gage	Ill.	May 15, 1901	1,620	50	2	48	30	29	65,903
Fort Scott	Kans.	Mar. 15, 1901	520	27	1	22	2	32	18,372
		Oct. 16, 1899	800	28	1	25	.....	
		Apr. 16, 1900	790	38	1	26	.....	
Fort Wayne	Ind.	Sept. 1, 1900	630	32	1	24	112	330	411,038
		Oct. 1, 1900	2,304	117	3	79	.....	
		Nov. 1, 1900	761	46	1	31	2	4	8,435
Fountain City	Tenn. ..	May 15, 1901	750	18	1	28	.....	
		Oct. 9, 1899	800	29	1	31	33	242	132,168
Fowler	Ind.	Oct. 15, 1900	1,165	97	2	67	15	167	85,599
Fowler	Mich.	Apr. 16, 1900	745	32	1	24	26	200	109,571
Fowlerville	Mich.	June 4, 1900	855	40	1	26	26	.....
		Oct. 1, 1900	748	31	1	23	.....	
Fox Lake	Wis.	Aug. 15, 1900	585	36	1	25	.....	60	42,514
		Oct. 3, 1898	700	18	1	21	.....	
Frankfort	Ind.	Apr. 16, 1900	850	46	1	25	4	80	186,689
		Aug. 15, 1900	868	43	1	24	.....	
Frankfort	Ohio ..	Oct. 23, 1899	1,350	40	2	44	7	49	59,979
Frankfort	N. Y.	June 1, 1901	1,423	56	2	47	.....	6	8,668
Frankfort	Kans.	Oct. 1, 1900	600	36	1	25	5	47	50,569
		May 15, 1901	1,550	92	3	79	.....	
		July 5, 1899	650	35	1	26	.....	
Franklin	Ind.	Mar. 15, 1900	850	48	1	31	42	319	239,964
		May 1, 1900	875	40	1	26	.....	
		June 1, 1901	1,735	108	3	78	.....	
Franklin	Pa.	June 2, 1900	1,750	60	3	61	52	135	145,645
		June 11, 1900	.....	.....	.....	.....	.....	.....	.....
Franklin	N. H.	Feb. 15, 1901	765	17	1	21	11	48	13,668
Franklin Falls	N. H.	Mar. 15, 1901	659	18	1	21	3	27	12,205
Frankton	Ind.	Oct. 15, 1900	1,372	83	1	27	9	79	33,082
Frazesburg	Ohio ..	Nov. 1, 1900	600	25	1	27	5	69	28,977
Fredericktown	Ohio ..	June 4, 1900	700	25	1	23	14	271	102,080
		Jan. 2, 1901	1,100	65	2	45	.....	
Fredonia	N. Y.	Sept. 1, 1900	2,069	58	4	68	43	309	197,397
		June 1, 1901	536	16	1	21	.....	
Freeport	Ill.	Aug. 1, 1900	2,192	92	3	73	6	28	146,237

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Freeport.....	Pa.....	Jan. 15, 1901	477	15	1	20	38	36	14,277
Freewater.....	Oreg.....	June 1, 1901	650	20	1	18	.....	6	2,337
Fremont.....	Ind.....	Oct. 15, 1900	702	47	1	27	10	85	38,679
Fremont.....	Mich.....	Aug. 15, 1900	886	41	1	25	4	82	51,762
Fremont.....	Nebr.....	Aug. 1, 1900	2,450	82	2	49	4	62	135,120
Fresno.....	Cal.....	May 1, 1900	2,600	60	3	73	27	183	195,587
Frewsburg.....	N. Y.....	Dec. 15, 1900	1,018	40	2	44	20	61	45,838
Friend.....	Nebr.....	Mar. 1, 1901	740	41	1	24	3	18	13,065
Fruitland.....	Iowa.....	Aug. 8, 1898	600	60	2	40	17	114	81,128
Fulda.....	Minn.....	Jan. 2, 1901	558	44	1	23	1	45	17,385
Fullerton.....	Cal.....	Aug. 15, 1900	850	23	1	23	21	195	81,272
		Feb. 1, 1901	500	27	1	23			
		June 4, 1900	878	37	1	25			
Gadsden.....	Ala.....	June 1, 1901	1,450	40	2	42	23	70	33,577
		do.....	500	23	1	24	2	1	2,104
Gainesville.....	Ga.....	do.....	1,084	33	2	41	3	54	27,119
Gainesville.....	N. Y.....	Feb. 1, 1901	735	17	1	22	23	87	40,451
Galena.....	Ohio.....	June 1, 1901	740	20	1	22			81,425
Gallatin.....	Mo.....	Oct. 1, 1900	1,440	67	2	49	11	102	51,942
Gallaudet.....	Ind.....	May 1, 1900	800	28	1	25	32	.....	53,255
Galva.....	Iowa.....	Oct. 15, 1900	774	47	1	26	5	178	40,193
Galveston.....	Ind.....	do.....	814	44	1	23	2	97	15,988
Galt.....	Mo.....	Jan. 2, 1901	630	30	1	23	5	48	28,717
Gambier.....	Ohio.....	Dec. 15, 1900	575	30	1	21	19	141	124,050
		June 4, 1900	609	18	1	20		49	21,470
Gardiner.....	Me.....	Nov. 1, 1900	1,247	42	2	43	91	15	24,625
Garden Prairie.....	Ill.....	Dec. 1, 1900	500	27	1	24	3	24	11,399
Gardner.....	Kans.....	Apr. 15, 1901	600	35	1	24		79	48,598
		do.....	550	35	1	26		62	41,188
Garrettsville.....	Ohio.....	June 1, 1901	1,275	50	2	45	5	2	16,479
Garrett.....	Kans.....	Sept. 15, 1900	698	50	1	27	9	106	283,176
Garrison.....	Iowa.....	Nov. 1, 1900	575	43	1	25		8	35,819
Garwin.....	Iowa.....	Apr. 15, 1901	1,100	60	2	45	1	34	24,675
Gates.....	N. Y.....	Feb. 15, 1901	924	17	1	23	15	1	10,897
Geneseo.....	Ill.....	Aug. 15, 1900	675	40	1	28	72	105	50,207
Geneva.....	Ohio.....	Aug. 15, 1899	1,500	48	2	42	4	8	239,176
Geneva.....	N. Y.....	Dec. 1, 1900	528	18	1	22	25	50	85,819
Geneva.....	Iowa.....	Jan. 15, 1901	711	44	1	28	1	34	24,675
Genoa.....	Ill.....	July 2, 1900	625	25	1	24	10	36	41,449
Georgesville.....	Ohio.....	Dec. 15, 1900	650	20	1	22	4	15	80,263
Georgetown.....	Conn.....	Feb. 1, 1901	852	12	1	20	29	15	10,290
Germantown.....	N. Y.....	Aug. 1, 1899	700	30	1	24	22	21	80,235
German Valley.....	Ill.....	Feb. 1, 1901	510	82	1	23		17	16,111
Gettysburg.....	Pa.....	Feb. 1, 1900	.....	.....	.....	.....	430	230	401,669
		May 1, 1900	6,200	202	8	202			117
Gibson.....	N. C.....	Aug. 1, 1900	800	28	1	25	1	117	26,263
Gilroy.....	Cal.....	Mar. 1, 1900	750	30	1	26	15	239	113,321
		Sept. 1, 1900	500	20	1	23			11
Gliman.....	Iowa.....	May 15, 1901	1,375	86	2	50		11	9,411
Girard.....	Kans.....	Aug. 15, 1900	702	60	1	81		248	95,452
		Mar. 15, 1901	1,620	111	3	79	6	122	65,295
Glasford.....	Ill.....	Oct. 15, 1900	612	32	1	32	10	54	26,331
Glen Haven.....	Wis.....	Nov. 15, 1900	450	28	1	24	5	35	10,984
Glenwood.....	Wis.....	Feb. 15, 1901	540	35	1	24	5	23	23,839
Goffstown.....	N. H.....	Nov. 15, 1900	464	16	1	20	16	21	63,966
Golden.....	Colo.....	Aug. 1, 1901	450	20	1	22	12	22	59,474
Goodlettsville.....	Tenn.....	May 14, 1900	750	30	1	22	21	22	30,421
Goodhue.....	Minn.....	Mar. 1, 1901	964	71	2	50	4	87	162,106
		Nov. 23, 1896	.....	.....	.....	.....	.....	.....	.....
		Oct. 16, 1899	1,150	31	2	36			190,479
Gorham.....	Me.....	Nov. 1, 1900	584	13	1	21	118	109	25,163
		Mar. 15, 1901	563	16	1	21		183	112,075
Goshen.....	Ind.....	Oct. 1, 1900	2,376	97	3	61	29	173	119,459
Grafton.....	Ohio.....	Jan. 2, 1901	774	45	1	23	17	89	96,856
Gramplan.....	Pa.....	Sept. 1, 1900	953	56	2	46	46		
Grand Isle.....	Vt.....	Dec. 21, 1896	500	18	2	48	101		
Grand Ledge.....	Mich.....	June 4, 1900	815	82	1	23			
		Apr. 15, 1901	1,417	85	2	25	18	199	
Grand Meadow.....	Minn.....	June 4, 1900	900	42	1	24	2	57	75,587
		May 15, 1901	607	38	1	25			

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Grand Rapids	Mich.	Oct. 16, 1899	3,240	71	3	75	41	282	340,646
Grand Rapids	Mich.	May 1, 1900	960	21	1	18			
Grand Rapids	Ohio.	Oct. 15, 1900	796	18	1	26	3	104	42,427
Grandview	Tex.	June 11, 1900	3,285	108	3	82	40	608	161,449
Grange	Md.	May 1, 1898	2,500	45	2	38	86		68,889
Granger	Ind.	Aug. 1, 1900	675	34	1	27	27	58	57,567
Granite Falls	Minn.	May 14, 1900	496	34	2	26			91,386
Grant City	Mo.	June 1, 1901	562	30	1	23		5	2,024
Granville	Ohio.	Sept. 1, 1900	1,350	48	2	34	31	211	118,514
Grass Lake	Mich.	Sept. 5, 1899	640	22	1	20	7	18	119,478
Greeley	Colo.	July 16, 1900	2,105	154	4	98	52	181	215,458
Green Bay	Wis.	May 14, 1900	1,800	75	2	49			
Green Bay	Wis.	Oct. 1, 1900	1,350	40	1	29	57	132	238,933
Greencastle	Ind.	Aug. 15, 1900	600	40	1	32		86	38,211
Greenfield	Ill.	Apr. 16, 1900	640	26	1	24		24	60,440
Greenfield	Mass.	Nov. 2, 1898	468	16	1	19	31	6	64,766
Greenfield	Iowa	Nov. 1, 1900	684	48	1	24	2	52	23,444
Greenfield	Ind.	Oct. 1, 1900	4,857	153	4	110	45	317	169,785
Green Mountain	Iowa	Sept. 5, 1899	700	30	1	23	3	104	72,763
Greensburg	Ind.	Apr. 2, 1900	1,624	75	2	51	2	6	120,274
Greensburg	Pa.	June 1, 1901	1,178	30	2	39	7	10	4,173
Greentown	Ind.	Oct. 15, 1900	2,641	99	2	52	7	254	89,047
Green Valley	Ill.	do	742	35	1	22	2	69	32,083
Greenville	Ohio.	May 1, 1900	2,226	54	2	55	27	261	123,418
Greenville	S. C.	Mar. 15, 1900	600	28	1	23		1	23,896
Greenville	Tenn.	Nov. 22, 1897	1,500	50	4	100	19	37	253,200
Greenville	Mich.	Feb. 1, 1901	652	40	1	22			
Greenville	Mich.	May 1, 1901	653	43	1	25	5	92	28,547
Greenwich	Conn.	Feb. 1, 1901	1,764	38	2	48	85	89	83,067
Greenwood	S. C.	May 1, 1899	2,000	69	2	50			32,776
Greenwood	Ind.	June 1, 1901	1,190	62	2	61		1	5,832
Greenwood	Mo.	Apr. 15, 1901	845	37	1	22	2	13	6,533
Gretna	Nebr.	Nov. 1, 1900	875	50	1	29	2	83	27,678
Gresham	Oreg.	Feb. 15, 1901	1,100	40	2	41	7	29	20,876
Grinnell	Iowa	Nov. 1, 1900	615	35	1	27	3	103	44,628
Groton	S. Dak.	June 11, 1900	621	45	1	34	5	36	40,259
Grove City	Ohio.	Oct. 15, 1900	2,250	51	2	49	33	81	83,767
Groveport	Ohio.	do	800	25	1	22			
Groveport	Ohio.	Jan. 15, 1901	735	16	1	23	31	129	71,092
Grundy Center	Iowa	Nov. 1, 1900	600	41	1	25	1	26	36,506
Guiderock	Nebr.	Sept. 3, 1900	880	54	1	28		17	26,234
Guilford	Conn.	June 1, 1898	800	20	2	22	30	37	80,572
Guilford	Conn.	Apr. 16, 1900	800	20	2	22	30	37	80,572
Gypsum	Ohio.	May 1, 1899	800	25	1	22	13	92	74,201
Hackney	Pa.	Apr. 1, 1901	660	25	2	37	37		13,821
Hague	N. Y.	Nov. 1, 1900	540	15	1	20	11	13	9,274
Hale	Mo.	Jan. 15, 1901	1,462	68	2	53	3	54	37,930
Halethorp	Md.	Apr. 1, 1901	1,750	23	1	18	8		6,433
Halfmoon Bay	Cal.	Nov. 1, 1900	1,200	42	1	50	8	17	32,106
Hallettsville	Tex.	Mar. 15, 1900	880	35	1	25		1	12,248
Halls Corners	N. Y.	Mar. 1, 1901	483	24	1	23	4	10	13,753
Halltown	W. Va.	Oct. 1, 1896	300	11	1	15	4	7	20,487
Halsey	Oreg.	Feb. 15, 1901	848	31	1	22		44	11,412
Hamburg	Mich.	Aug. 1, 1900	598	40	1	27	6	31	52,397
Hamburg	Pa.	Sept. 1, 1900	1,541	42	2	46	35	30	30,227
Hamburg	Iowa	Dec. 1, 1900	675	37	1	26	2	71	45,486
Hamilton	Mo.	Mar. 15, 1900	1,012	30	1	19	8	104	76,961
Hamilton	Ohio.	May 14, 1900	1,325	38	2	45	22	5	112,290
Hamilton	Ill.	Dec. 15, 1900	540	36	1	24	4	22	24,791
Hamlet	N. Y.	Oct. 10, 1898	970	40	1	20			
Hamlet	N. Y.	Jan. 2, 1901	133	19	1	21	18	57	56,522
Hammond	N. Y.	Aug. 1, 1899	625	20	1	19			
Hammond	N. Y.	Oct. 1, 1900	588	30	1	26	124	85	95,888
Hammondsport	N. Y.	Nov. 15, 1900	688	15	1	20	13	68	28,180
Hamptead ¹	Md.	Dec. 15, 1899							
Hampton	Iowa	Jan. 15, 1901	2,816	193	5	13	12	152	123,197
Hampton	Nebr.	Nov. 1, 1900	865	48	1	33		172	40,102
Hanlin Station	Pa.	Oct. 15, 1900	1,163	33	3	61	127	74	60,660

¹ See Westminster, Carroll County, Md.

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Hanna City	Ill.	Dec. 4, 1899	700	18	1	27	1	85	61,613
Hannibal	Mo.	Jan. 15, 1901	698	26	1	25			
Harbor Beach	Mich.	Apr. 15, 1901	720	24	1	22	9	41	43,577
Harpers Ferry	W. Va.	Oct. 15, 1900	780	43	1	26	10	17	30,978
Harrison	Me.	Dec. 15, 1900	750	66	1	24	23	12	9,817
Harrisonburg	Va.	Mar. 1, 1899	500	16	1	20	59	69	50,754
		Nov. 1, 1900	311	14	1	22			
		June 1, 1899	3,000	58	2	44	6	8	58,089
Harrington	Del.	Oct. 3, 1898							
		Apr. 3, 1899	1,000	81	2	28	20	19	65,524
		Oct. 2, 1899							
Hartford	Kans.	Apr. 15, 1901	600	45	1	30	1	5	9,396
Hartford City	Ind.	Aug. 1, 1899	1,340	21	1	26	18	217	89,907
		Oct. 15, 1900	585	29	1	24			
Hartstown	Pa.	Mar. 15, 1901	400	14	1	22	4	19	8,964
Hartsville	Ind.	Aug. 15, 1899	800	30	1	22	29	113	53,999
Harlan	Iowa	Nov. 1, 1900	706	41	1	23	1	37	29,482
Harpersville	N. Y.	do	520	15	1	23	3	76	29,732
Harrisburg	Ill.	July 16, 1900	2,680	91	3	66	26	84	61,240
Harrisville	W. Va.	Aug. 15, 1900	1,150	36	2	45	107	70	71,208
Hartwell	Ga.	June 1, 1900	765	42	1	25	5	64	38,404
Harvard	Ill.	Mar. 1, 1900	1,000	29	1	27			
		Jan. 2, 1900	570	38	1	26	4	78	80,915
Hastings	Nebr.	Nov. 15, 1900	675	47	1	29	4	54	43,519
Havre de Grace	Md.	Feb. 1, 1899	1,000	25	1	20	14	1	50,932
Hawkinsville	Ga.	Mar. 15, 1900	690	29	1	21	26	106	40,389
Hawarden	Iowa	Sept. 1, 1900	1,111	63	2	52	5	86	75,568
Hawleyville	Conn.	Feb. 1, 1901	52	16	1	20	1	4	12,451
Hayston	Ga.	Oct. 15, 1900	600	20	1	25	6		14,796
Hayton	Wis.	Apr. 4, 1900	675	45	1	26	38	38	32,900
Haywards	Cal.	July 16, 1900	2,200	50	2	48	11	74	71,496
Hazleton	Iowa	Sept. 1, 1900	575	36	1	24		32	37,392
Hebron	Ohio.	Oct. 16, 1900	600	45	1	27	3	38	35,108
Hedgesville	W. Va.	June 18, 1900	500	21	1	21	9	10	29,662
Hedrick	Iowa	Aug. 28, 1899	584	17	1	25	20	266	66,246
Hennessey	Okl.	Aug. 15, 1900	700	31	1	25	4	45	32,298
Henrietta	N. Y.	do	659	24	1	21	21	19	38,302
Henry	Ill.	Oct. 15, 1900	841	38	1	26			
		Feb. 1, 1901	544	57	1	30	8	163	54,439
Heuvelton	N. Y.	Nov. 1, 1900	454	18	1	28	22	15	16,397
Herman	Nebr.	Feb. 1, 1901	800	36	1	25	3	61	37,883
Hermann	Mo.	do	652	33	1	24	28	90	19,223
Herring	Ohio.	June 4, 1900	800	30	1	26	4	57	60,898
Hiawatha	Kans.	Sept. 15, 1900	500	48	1	24	8	125	107,807
		Feb. 1, 1901	1,120	60	2	51			
Hickman Mill	Mo.	Mar. 15, 1901	684	30	1	22	8		10,019
Higginsville	Mo.	June 1, 1899	585	20	1	25		140	92,967
		May 15, 1901	680	36	1	21	36		
Highland	N. Y.	May 2, 1898	2,500	20	8	39	6	84	265,356
Hilbert	Wis.	Mar. 15, 1900	765	38	1	23	12	141	40,172
Hilliard	Ohio.	Oct. 1, 1900	1,350	47	2	41	4	245	96,965
Hilliard	Wyo.	Oct. 15, 1900	400	42	1	23	3	4	21,821
Hillsboro	Ill.	Mar. 1, 1900	600	24	1	21			
		Oct. 1, 1900	450	29	1	25		98	110,015
Hillsboro	Tex.	Apr. 2, 1900	4,607	168	5	136			
		Sept. 15, 1900	615	38	1	24	57	535	282,546
Hillsboro	Iowa	May 15, 1901	540	33	1	25	2	4	5,751
Hillsdale	Iowa	Apr. 15, 1900	650	42	1	28	12	155	85,616
Hillsdale	Mich.	July 5, 1899	2,625	77	8	72	24	150	301,314
Hinckley	Ill.	Aug. 15, 1900	1,125	48	2	50	8	98	61,310
Hinsdale	Ill.	Nov. 1, 1900	540	30	1	21	15	45	18,239
Hobart	Ind.	Aug. 1, 1899	320	15	1	24	8	61	56,225
Holdrege	Nebr.	July 16, 1900	850	50	1	27	7	158	65,213
Holly	Mich.	May 1, 1901	2,191	92	3	66	9	79	42,344
			648	31	1	25			
Holt	Mich.	Sept. 15, 1900	891	35	1	22	15	114	44,324
Holton	Kans.	Aug. 15, 1900	1,963	127	3	75	16	207	170,829
Holstein	Iowa	Oct. 15, 1900	702	48	1	24		47	55,540
Home	Kans.	Oct. 1, 1900	500	30	1	24	1	45	23,346
Homer	Mich.	Mar. 15, 1900	950	40	1	28	1	25	58,674

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Homer	Ill.	Jan. 2, 1901	630	38	1	25	3	36	28,690
Honeapath	S. C.	Feb. 1, 1901	1,075	46	2	46	27	45	22,016
Hood River	Oreg.	July 5, 1899	775	27	1	21	48	219	121,164
Hoopeston	Ill.	June 4, 1900	1,000	72	2	51	12	209	106,184
Hookstown	Pa.	Dec. 1, 1900	930	46	3	70	158	89	18,289
		June 1, 1901	450	12	1	24			
Hooper	Nebr.	Dec. 15, 1900	800	48	1	28	11	179	92,344
		Mar. 1, 1901	900	44	1	26			
		Mar. 15, 1901	850	42	1	29			
		Oct. 15, 1896	1,500	36	3	72			
Hope	Ind.	Nov. 15, 1900	694	22	1	24	16	363	236,976
Hopkins	Mo.	July 23, 1900	500	26	1	20	1	47	50,892
Hopkinsville	Ky.	Feb. 15, 1901	650	35	1	24	1	16	12,457
Hopkinton	Iowa.	Oct. 15, 1900	778	38	1	25	6	21	20,320
Hornellsville	N. Y.	Nov. 1, 1900	675	12	1	27	2	58	28,123
Horton	Kans.	Oct. 15, 1900	665	27	1	26	13	76	43,321
Hortonville	Wis.	Nov. 1, 1900	900	40	1	28	34	131	49,576
Hashten	Ga.	June 1, 1901	500	25	1	25	7		1,408
Howell	Mich.	Aug. 15, 1900	1,260	78	2	45			
		Feb. 15, 1901	702	34	1	28	26	304	155,909
		Mar. 15, 1901	630	32	1	23			
Hoyt	Kans.	Nov. 1, 1900	1,200	60	2	50	9	106	62,328
Hubbard	Iowa.	May 1, 1900	990	74	2	47	17	236	81,787
Hudson	Ind.	Oct. 15, 1900	733	55	1	32	2	74	28,664
Hudson	Mich.	July 23, 1900	1,602	70	2	48	8	133	133,196
Hudson	S. Dak.	Oct. 15, 1900	1,440	85	2	64	2	39	44,329
Hudson	Wis.	Aug. 15, 1900	600	40	1	27		52	46,107
Hughesville	Mo.	Mar. 15, 1900	500	35	1	25	16	32	58,196
Humboldt	Nebr.	Apr. 15, 1900	740	40	1	28	13	80	39,757
			680	40	1	25			
			650	40	1	28			
			780	42	1	27			
Hunt	N. Y.	Oct. 1, 1900	579	15	1	23	14	97	32,248
Huntington	Ind.	July 5, 1899	560	16	1	22	83	823	283,298
		Oct. 15, 1900	5,293	242	5	137			
Huntsville	Mo.	Jan. 2, 1901	562	82	1	23	24	54	17,854
Hutchinson	Kans.	Sept. 15, 1900	725	44	1	25			
Hydepark	N. Y.	Oct. 1, 1900	483	30	1	24	15	3	14,894
Ilion	N. Y.	Mar. 15, 1901	855	16	1	22	3	31	11,579
Imogene	Iowa.	Dec. 1, 1900	631	45	1	25	3	89	81,914
Independent	Kans.	Dec. 15, 1900	750	36	1	27	30	144	134,998
Independent	Pa.	Feb. 1, 1901	1,005	31	2	41	21	25	14,772
Independent	Iowa.	Feb. 15, 1901	634	35	1	25	2	11	17,930
Indiana	Pa.	Sept. 5, 1899	550	7	1	25	10	3	36,382
Indianaola	Iowa.	Nov. 1, 1900	1,730	108	3	68	4	59	102,922
		May 1, 1901	550	35	1	27			
Ionia	Mich.	Dec. 4, 1899	935	25	1	25	8	98	112,395
		May 15, 1901	1,344	67	2	48			
		Oct. 16, 1899	490	23	1	27			
Iowa City	Iowa.	Aug. 15, 1900	3,690	190	5	132	72	171	438,268
Irondequoit	N. Y.	Oct. 2, 1899	1,690	19	1	21	35	54	106,991
		Apr. 1, 1901	1,200	7	1	22			
Irving	Kans.	Oct. 15, 1901	1,111	60	2	50	3	91	44,276
Irvington	Nebr.	Sept. 1, 1900	625	34	1	25	8	56	87,906
Irwin	Pa.	Oct. 2, 1899	1,106	9	1	23	21	3	53,746
Itasca	Tex.	Sept. 15, 1900	2,051	100	3	83	36	346	108,747
Inks	Ill.	Oct. 15, 1900	1,195	70	1	48	4	115	31,586
Jacksboro	Tenn.	Feb. 15, 1901	500	1	1	25	2	21	3,453
Jackson	Mich.	May 1, 1900	815	38	2	26	15	131	140,626
		Mar. 15, 1901	666	32	1	25			
Jackson	Minn.	June 4, 1900	700	30	1	21	4	70	55,477
		June 1, 1901	1,098	83	2	52			
Jackson	Ohio.	Oct. 15, 1900	635	35	1	25	13	58	23,272
Jackson	Ga.	Jan. 2, 1901	500	20	1	23	22	139	25,245
Jacksonville	Ill.	Aug. 15, 1900	1,700	64	2	52	5	89	95,346
		June 1, 1901	1,675	90	3	69			
Jacksonville	Ala.	Jan. 15, 1901	1,065	63	2	55	26	246	91,058
Jamestown	Ind.	May 1, 1900	1,050	38	1	23			
Jamestown	Kans.	Sept. 15, 1900	825	34	1	20	15	314	89,980
		Oct. 1, 1900	1,110	84	2	53			

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered on route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Jamestown	N. Y.	{Aug. 15, 1900 Jan. 2, 1901	1,396 426	71 18	4 1	91 21	51 11	422 11	199,121 8,168
Jamestown	Pa.	Mar. 15, 1901	500	14	1	21			
Jasper	Mo.	Mar. 1, 1901	657	50	1	27	10	96	34,219
Jefferson	Ga.	May 1, 1901	678	45	1	27			
Jefferson	Oreg.	Apr. 1, 1901	425	80	1	24	5	24	6,063
Jefferson	Ohio.	Aug. 15, 1899	525	30	1	27	3	27	9,744
Jefferson	Tenn.	May 15, 1901	1,100	45	2	43	9	19	157,571
Jeffersonville	Ohio.	Oct. 15, 1900	1,050	27	2	47	4	25	7,417
Jermyn	Pa.	May 1, 1901	600	27	1	25	17	129	45,161
Jerome	Mich.	May 1, 1901	580	16	1	24	11	33	8,342
Jerseyville	Ill.	Dec. 1, 1900	540	23	1	23	2	95	25,811
Jewell	Kans.	Jan. 2, 1901	504	29	1	25	5	135	31,559
Jewell	Kans.	{Aug. 1, 1899 Sept. 15, 1900	550 1,588	17 154	1 3	25 80	20	296	159,970
Johnson	Vt.	Feb. 5, 1900	595	18	2	20	12	19	60,368
Johnson City	Tenn.	{Feb. 1, 1899 Dec. 1, 1900	1,450 1,175	50 26	2 2	40 49	34	190	176,878
Johnston	S. C.	June 1, 1899	2,000	45	2	49		30	45,806
Johnstown	Ohio.	{July 5, 1899 Mar. 15, 1900	600 750	50 12	1 1	22 24	54	173	113,989
Jonesboro	Tenn.	Feb. 15, 1899	2,500	50	2	40		427	303,303
Jonesboro	Ind.	Dec. 1, 1900	5,000	176	11	240	500		
Jonesboro	Ind.	July 16, 1900	550	25	1	23	10	106	58,543
Jonesboro	Ga.	May 1, 1901	500	30	1	24		13	3,884
Jonesville	Mich.	June 4, 1900	1,396	65	2	48	15	183	151,661
Joshua	Tex.	Mar. 1, 1901	600	41	1	22	3	23	8,745
Juda	Wis.	May 15, 1901	650	34	1	24	1	15	3,498
Judson	Ind.	Sept. 15, 1900	729	32	1	24	21	93	25,315
Julietta	Ind.	June 1, 1901	565	35	1	25	7		3,171
Juneau	Wis.	Nov. 15, 1900	700	30	1	28	4	84	38,069
Kalamazoo	Mich.	Oct. 15, 1900	1,351	64	2	48	18	84	93,046
Kansas	Ill.	Jan. 2, 1901	650	28	1	20	14	27	23,870
Kearney	Nebr.	Oct. 1, 1900	600	39	1	26	6	47	56,242
Kearney	Mo.	Dec. 15, 1900	500	31	1	24		102	55,421
Kendall	Wis.	Oct. 15, 1900	500	29	1	21	4	38	15,840
Kendallville	Ind.	Sept. 15, 1900	1,665	92	2	54	17	89	92,672
Kenmore	N. Y.	Oct. 17, 1898	1,000	7	1	9	28	9	16,063
Kennett Square	Pa.	{Aug. 15, 1900 Jan. 15, 1901	2,100 100	38 10	3 1	70 5	64	37	150,403
Kensett	Iowa	Jan. 2, 1901	765	35	1	25	4	15	21,535
Kennebec	Tex.	Apr. 15, 1901	1,196	80	2	45	13	28	13,277
Kennedy	N. Y.	Nov. 15, 1900	760	19	1	23	10	25	25,016
Kenton	Ohio.	{Oct. 2, 1899 June 1, 1901	600 885	72 22	1 1	20 28	12	23	143,808
Kewanna	Ind.	Oct. 1, 1900	837	36	1	26	2	79	50,597
Keystone	Iowa	Mar. 15, 1900	540	41	1	28		34	47,060
Kindred	N. Dak.	Feb. 1, 1901	585	38	1	32	13	114	28,581
Kingman	Ind.	Nov. 15, 1900	684	27	1	24	2	45	23,481
Kingston	Mo.	Mar. 1, 1900	925	31	1	23	3	53	30,759
Kingston	Ohio.	May 14, 1900	600	20	1	23	24	61	33,713
Kinmundy	Ill.	Oct. 15, 1900	2,515	99	3	77	23	219	65,337
Kittanning	Pa.	{Sept. 15, 1899 Feb. 1, 1901	810 1,362	15 39	1 2	20 38	56	72	61,115
Knox City	Mo.	Mar. 1, 1901	513	31	1	22	4	12	10,096
Knoxville	Iowa	{Oct. 15, 1900 June 1, 1901	1,915 765	81 39	2 1	53 25		20	83,696
Knoxville	Iowa	Oct. 1, 1900	1,710	90	3	77			
Knoxville	Iowa	June 11, 1900	2,260	78	3	69			
Knoxville	Tenn.	{Apr. 15, 1901 June 1, 1901	600 1,000	13 11	1 1	28 23	152	173	189,907
Knoxville	Tenn.	June 1, 1901	600	14	1	25			
Knightstown	Ind.	Oct. 15, 1900	1,260	58	2	55	20	253	101,277
Kokomo	Ind.	{May 1, 1900 Nov. 1, 1900	1,000 2,186	32 100	1 2	25 55	106	225	258,074
La Belle	Mo.	Aug. 1, 1899	495	15	1	19	3	63	104,599
Lacey	Iowa	Mar. 1, 1901	605	40	1	29	2	16	13,667
Laconia	N. H.	June 1, 1901	720	10	1	23	7	2	8,027
Ladoga	Ind.	Aug. 1, 1899	620	20	1	23	29		56,486

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Lafayette.....	Ind.....	Apr. 8, 1899 Jan. 2, 1901 Sept. 15, 1900	1,500 788 575	34 32 36	2 1 1	47 25 23	74	515	338,763
La Crosse.....	Wis.....	Sept. 1, 1900	1,700	88	3	70	86	145	122,151
La Grande.....	Oreg.....	July 8, 1899	700	31	1	23	10	54	48,678
Lagrange.....	Tex.....	Aug. 1, 1899	685	18	1	23	1	2	18,270
Lagrange.....	Ind.....	Oct. 1, 1900	2,302	144	8	89	15	358	93,263
Lagrangeville.....	N. Y.....	Feb. 1, 1901 May 15, 1901	428 399	13 12	1 1	21 20	51	7	14,292
Laharpe.....	Ill.....	Apr. 16, 1900 Mar. 1, 1901	600 585	26 36	1 1	21 27	7	80	56,536
Lainburg.....	Mich.....	Nov. 1, 1900	900	36	1	27	3	110	53,831
Lajunta.....	Colo.....	Aug. 15, 1900	725	52	1	30	25	78	61,598
Lake City.....	Minn.....	May 15, 1901	1,143	67	2	50	2	8	407
Lake Crystal.....	Minn.....	Nov. 1, 1900	1,427	94	3	74	11	119	79,430
Lakefield.....	Minn.....	June 4, 1900	1,071	78	2	51	3	169	74,438
Lakeview.....	N. Y.....	June 1, 1899	1,000	18	1	20	10	1	100,243
Lakeville.....	Mass.....	Oct. 8, 1898	650	16	1	18	55	46	57,511
Lamoni.....	Iowa.....	Dec. 12, 1900	694	38	1	25	8	115	28,165
Lamotte.....	Iowa.....	May 1, 1900	650	35	1	22	16	20	43,466
Lanark.....	Ill.....	Feb. 15, 1901	665	38	1	22	3	118	36,806
Lancaster.....	Ohio.....	Oct. 2, 1899 July 2, 1900 Nov. 1, 1900	1,200 3,200 750	14 105 25	1 4 1	21 99 28	83	261	281,338
Lancaster.....	Wis.....	May 1, 1900 June 4, 1900 Dec. 21, 1898	1,765 540 1,633	113 40 35	3 2 2	80 29 49	3	58	119,368
Lancaster.....	Pa.....	Sept. 1, 1900 Jan. 15, 1901 Apr. 1, 1901	945 927 720	9 16 12	1 1 1	21 22 21	48	29	253,991
Lanesboro.....	Minn.....	Nov. 15, 1900 May 1, 1901 Oct. 2, 1899	1,147 472 720	55 29 24	2 1 1	47 27 22	8	73	48,622
Lansing.....	Mich.....	June 4, 1900 July 2, 1900 Nov. 1, 1900	845 750 1,535	35 83 63	1 1 2	24 22 49	58	358	297,643
Laporte.....	Ind.....	Sept. 15, 1900	1,534	78	2	50	98	134	95,658
Las Animas.....	Colo.....	Oct. 1, 1900	800	26	1	26	17	31	22,908
Lathrop.....	Mo.....	Dec. 15, 1900	700	36	1	22	25	169	57,324
Laurel.....	Del.....	Nov. 1, 1898 Oct. 15, 1900	1,500 1,375	16 75	2 3	38 60	18	15	91,771
Laurel.....	Md.....	May 1, 1899 Oct. 15, 1900 July 16, 1900	800 900 1,049	46 30 47	2 1 1	38 25 24	9	2	46,211
Lawrence.....	Kans.....	Oct. 15, 1900 Nov. 1, 1900 Nov. 1, 1900	550 680 680	30 40 1	1 1 1	25 25 25	23	204	297,408
Lawrence.....	Ind.....	Oct. 1, 1900	760	34	1	123	1	1	34,980
Laramie.....	Wyo.....	Nov. 1, 1900	400	121	1	56	8	37	18,406
Leavenworth.....	Kans.....	Jan. 2, 1901 Oct. 3, 1898 Oct. 15, 1900	1,625 800 1,408	91 18 36	3 1 1	80 20 30	10	37	73,751
Lebanon.....	Ind.....	Dec. 15, 1900 Apr. 16, 1900 Apr. 15, 1901	972 825 1,080	30 15 65	1 1 2	27 27 41	79	75	338,569
Lees Summit.....	Mo.....	May 1, 1899 Feb. 1, 1901	580 513	20 29	1 1	20 22	5	49	77,351
Leesville.....	S. C.....	Apr. 3, 1899	2,100	60	2	46	41	30	3,213
Leetonia.....	Ohio.....	Apr. 2, 1900	1,150	36	2	42	22	240	120,906
Leipsic.....	Ohio.....	Nov. 1, 1900	1,175	53	2	46	20	203	76,789
Lemars.....	Iowa.....	.....do..... May 15, 1901	769 2,870	45 179	1 4	25 105	9	164	55,644
Lemexa.....	Kans.....	Oct. 9, 1899 Feb. 15, 1901	700 500	27 25	1 1	25 24	21	44	77,991
Leon.....	Wis.....	May 14, 1900	650	40	1	24	11	4	38,170
Leon.....	Iowa.....	Dec. 1, 1900	814	41	1	23	3	48	22,874
Leroy.....	Ill.....	Sept. 1, 1900	630	36	1	24	11	95	89,112
Leroy.....	N. Y.....	May 1, 1901	1,237	31	2	41	7	38	17,790
Leslie.....	Mich.....	Mar. 15, 1900	795	39	1	26	11	92	55,659
Lesteur.....	Minn.....	.....do.....	420	21	1	23	18	114	53,800

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Letts	Iowa ..	July 5, 1899 Dec. 1, 1900 Feb. 1, 1901	540 562 430	17 33 21	1 1 1	26 24 24	.....	121	133, 101
Letts	Ind.	Nov. 1, 1900	696	53	1	27	5	108	28, 590
Lewistown	Mo.	Apr. 15, 1901	769	36	1	27	4	20	12, 356
Lewisville	Ind.	Dec. 1, 1900 Apr. 15, 1901	558 650	28 30	1 1	26 25	4	73	42, 586
Lexington	Ga.	June 4, 1900	720	55	1	36	17	116	45, 958
Lexington	Ky.	Aug. 1, 1899 Aug. 15, 1900	3, 000 2, 200	90 74	4 3	79 70	72	52	650, 121
Lexington	Mo.	Mar. 1, 1899	400	21	1	16	4	34	128, 730
Lexington	Ill.	Apr. 2, 1900	550	26	1	19	4	239	81, 800
Lexington	S. C.	Nov. 1, 1900 May 15, 1901	1, 350 667	71 31	2 1	48 22	29 2	6	2, 328
Liberty	Mo.	Apr. 16, 1900	896	33	1	25	25	184	165, 899
Liberty	Nebr.	Dec. 15, 1900	450	28	1	23	8	23	43, 765
Libertyville	Iowa ..	Oct. 15, 1900 Mar. 15, 1901	625 730	28 21	1 1	27 18	5	142	47, 445
Lima	Ohio ..	Apr. 16, 1900	625	22	1	25	60	120	287, 416
Limerick	N. Y.	June 18, 1900	3, 350	78	4	87	10	25	29, 831
Limestone	Tenn.	Nov. 1, 1900 Dec. 1, 1900	620 3, 600	20 110	1 6	22 150	204	217	116, 579
Lincoln	Nebr.	Nov. 1, 1900 Feb. 15, 1901 May 15, 1901	825 1, 655 725	30 54 30	1 2 1	24 47 24	8	45	58, 748
Lincoln	Ill.	Feb. 15, 1901 Mar. 15, 1901	520 500	32 34	1 1	24 23	5	53	33, 194
Linden	Iowa ..	Oct. 1, 1900	675	38	1	26	10	166	103, 912
Linden	Ind.	Nov. 1, 1900	637	33	1	24	1	20	23, 518
Linden Heights	Ohio ..	Jan. 2, 1901	700	18	1	19	39	6	19, 421
Lineboro ¹	Md.	Aug. 1, 1900	.....	.....	.....	.....	.....	.....	.....
Linneus	Mo.	Feb. 1, 1901	630	36	1	26	3	93	52, 741
Linwood	Kans.	May 15, 1901	1, 134	71	2	53	1	52	55, 418
Lisbon	Ohio ..	Oct. 2, 1899	480	17	1	24	6	20	11, 649
Liscomb	Iowa ..	June 1, 1901	2, 325	91	4	84	8	56	65, 361
Litchfield	Minn.	April 16, 1900	475	36	1	25	8	20	20, 540
Litchfield	Ill.	Mar. 15, 1900	460	25	1	27	3	31	41, 410
Litchfield	Ill.	July 16, 1900	600	30	1	23	8	157	59, 942
Litchfield	Mich.	Dec. 15, 1900	1, 305	68	2	49	41	10	82, 742
Little Compton	R. I.	Oct. 16, 1899	1, 550	86	1	45	36	45	5, 473
Littleton	Colo.	June 1, 1900	1, 270	79	2	46	35	45	56, 203
Littletown	Pa.	Nov. 1, 1900	2, 191	28	3	71	6	44	55, 576
Livingston	Wis.	Mar. 15, 1900	540	40	1	25	1	17	15, 164
Loami	Ill.	Feb. 1, 1901	459	32	1	25	6	44	55, 576
Loami	Ill. ....	.....do	540	33	1	23	1	17	15, 164
Lockport	Ill.	June 4, 1900	540	34	1	21	61	149	118, 222
Lockport	N. Y.	July 2, 1900	555	22	1	25	88	47	69, 064
Lockport	N. Y.	Aug. 15, 1899	930	20	1	22	33	303	109, 562
Ludington	Mich.	Aug. 15, 1900	1, 318	57	2	48	29	296	105, 925
Lodi	Wis.	June 4, 1900	700	31	1	24	9	71	52, 693
Lodi	Wis.	Nov. 1, 1900	639	28	1	26	5	110	104, 568
Lodi	N. Y. ....	.....do	714	23	1	27	7	71	52, 693
Lodi	Cal.	Aug. 15, 1900	1, 000	38	1	27	9	71	52, 693
Logan	Iowa ..	Dec. 1, 1900	853	33	1	23	7	71	36, 654
Logansport	Ind.	July 5, 1899 Apr. 2, 1900 Oct. 15, 1900	640 675 1, 649	18 31 96	1 1 2	26 24 47	66	197	311, 823
Lone Mountain	Tenn.	Oct. 1, 1900	600	19	1	25	12	27	12, 580
London	Ohio ..	Aug. 15, 1900	750	24	1	21	13	27	41, 564
Longmont	Colo. ....	.....do	1, 515	88	2	49	32	165	127, 176
Loomis	Cal.	Aug. 1, 1900	1, 100	36	1	25	17	105	57, 762
Los Gatos	Cal.	Sept. 20, 1898	750	15	1	24	70	129	113, 517
Loxantville	Ind.	Nov. 1, 1900	1, 215	41	1	28	6	71	46, 793
Loudon	Tenn.	June 11, 1900	565	30	1	26	5	64	26, 377
Loudonville	Ohio ..	May 1, 1900	1, 100	36	2	42	22	160	123, 968
Louisburg	Kans.	Jan. 15, 1901	575	35	1	23	8	55	52, 594
Louisville	Ohio ..	Oct. 2, 1899 Nov. 1, 1900 Mar. 1, 1901	600 650 1, 325	28 25 50	1 1 2	24 22 46	99	65, 587	

¹ See Westminster, Carroll County, Md.

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Loveland.....	Colo....	Nov. 10, 1896	730	58	2	50	1	17	114, 912
Lovedale.....	Tenn....	July 2, 1900	1, 100	30	2	30	18	.....	19, 840
Lowell.....	Mich....	Mar. 1, 1900	778	40	1	24	15	89	80, 809
Lowell.....	Mass....	Mar. 15, 1901	697	40	1	28	32	100	44, 074
Lowell.....	Ind....	Sept. 15, 1900	840	17	1	24	5	60	48, 165
Lowellville.....	Ohio....	Oct. 15, 1900	661	31	1	25	23	60	51, 219
Lowndesville.....	Ohio....	June 4, 1900	650	25	1	20	.....	.....	29, 207
Loralin.....	S. C....	Feb. 15, 1901	450	15	1	22	5	21	31, 806
Ludlow.....	Ohio....	May 1, 1899	1, 700	42	2	42	6	34	16, 917
Ludlow.....	Ill....	Feb. 15, 1901	1, 841	40	1	21	14	44	48, 831
Lynd.....	Minn....	Mar. 1, 1901	459	32	1	22	51	122	158, 606
Lyons.....	N. Y....	Dec. 4, 1899	400	19	1	23	1	86	32, 643
Lyons.....	Nebr....	June 4, 1900	2, 025	88	3	66	4	65	60, 950
Lyons.....	Iowa....	Mar. 1, 1901	650	40	1	27	35	367	158, 629
Lyons.....	Iowa....	Aug. 15, 1900	747	41	1	25	5	83	89, 238
Lyons.....	Kans....	Oct. 1, 1900	2, 850	175	4	102	3	69	26, 388
Lyndon.....	Kans....	Oct. 15, 1900	600	40	1	26	5	124	38, 013
Lynn.....	Ind....	Nov. 1, 1900	936	34	1	24	3	70	82, 083
McColl.....	S. C....	Apr. 2, 1900	700	40	1	22	4	19	11, 476
McComb.....	Ohio....	July 23, 1900	630	16	1	24	.....	4	6, 740
McCune.....	Kans....	May 15, 1901	1, 170	85	2	57	140	146	114, 500
McCutchenville.....	Ohio....	May 15, 1901	656	26	1	25	23	167	32, 596
McDonald.....	Pa....	Oct. 15, 1900	2, 365	38	3	62	18	86	21, 104
McDonough.....	Ga....	June 1, 1901	481	14	1	21	16	30	18, 706
McDonough.....	Ga....	Mar. 15, 1901	500	12	1	21	6	106	58, 012
McGraw.....	N. Y....	Jan. 2, 1900	500	15	1	27	3	51	50, 812
McGregor.....	Iowa....	Nov. 1, 1900	738	30	1	21	7	102	85, 667
McGregor.....	Iowa....	Apr. 15, 1901	855	30	1	24	68	116	45, 454
McLean.....	Ill....	(Sept. 15, 1900)	500	34	1	24	21	17	17, 635
McLouth.....	Kans....	Mar. 15, 1900	600	29	1	24	5	1	1, 802
Macedonia.....	Iowa....	Jan. 2, 1901	1, 550	72	2	50	47	31	81, 088
Macon.....	Ga....	(Mar. 15, 1900)	1, 200	60	2	38	25	139	45, 067
Macon.....	Ga....	Jan. 2, 1901	950	47	2	62	2	61	35, 194
Macon.....	Mo....	Dec. 15, 1900	540	29	1	24	7	8	7, 064
Macleay.....	Mo....	June 1, 1901	550	25	1	23	35	79	125, 026
Macy.....	Ind....	Aug. 1, 1900	1, 025	30	1	24	40	100	115, 218
Madella.....	Minn....	May 1, 1900	495	40	1	27	15	158	121, 726
Madison.....	Minn....	Oct. 1, 1900	562	47	1	26	6	74	37, 808
Madison.....	Conn....	July 5, 1899	700	10	1	25	5	72	72, 482
Madison.....	Me....	May 15, 1901	987	41	2	50	2	57	54, 140
Madison.....	Ind....	July 6, 1899	720	35	1	22	73	46	827
Madison.....	Ind....	Dec. 1, 1900	779	34	1	27	3	2, 955	57, 248
Madison.....	Wis....	Mar. 15, 1900	585	31	1	25	17	1	14, 882
Madison.....	Wis....	Dec. 15, 1900	639	22	1	24	2	94	94, 832
Madison.....	Ohio....	Feb. 1, 1901	1, 305	54	2	54	116	159	798
Madrid.....	Iowa....	Aug. 15, 1900	1, 250	39	2	52	2	2	67, 418
Magnolia.....	Ill....	Nov. 15, 1900	918	42	1	24	9	86	23, 218
Mahomet.....	Ill....	Dec. 1, 1898	590	41	2	39	1	29	35, 702
Maitland.....	Mo....	Mar. 15, 1900	750	28	1	26	16	68	821
Maitland.....	Mo....	Aug. 1, 1900	600	32	1	22	18	90	65, 388
Maitland.....	Ind....	June 1, 1901	680	36	1	25	18	49	52, 404
Malta.....	Ill....	Jan. 2, 1901	1, 070	76	2	48	10	78	114, 615
Malvern.....	Pa....	Mar. 15, 1901	406	16	1	19	249	244	135, 952
Manchester.....	Mich....	Nov. 1, 1900	1, 328	78	2	48	18	148	42, 283
Manchester.....	N. H....	Oct. 15, 1900	3, 201	71	4	84	1	.....	.....
Manhattan.....	Kans....	Aug. 1, 1899	525	19	1	25	2	.....	.....
Manilla.....	Ind....	Oct. 15, 1900	540	30	1	26	2	.....	.....
Manito.....	Ill....	do	630	38	1	25	1	.....	.....
Manitowoc.....	Wis....	Mar. 15, 1900	810	37	1	22	11	16	68, 821
Manlius.....	N. Y....	June 4, 1900	840	80	1	22	18	90	65, 388
Mankato.....	Minn....	Oct. 1, 1900	639	20	1	23	18	49	52, 404
Mankato.....	Kans....	(Mar. 15, 1900)	800	32	1	24	10	78	114, 615
Mankato.....	Kans....	(Oct. 15, 1900)	666	54	1	27	.....	.....	.....
Mannington.....	W. Va.	(Dec. 18, 1899)	1, 400	48	2	32	249	244	135, 952
Mansfield.....	Ohio....	June 4, 1900	1, 150	40	2	41	18	148	42, 283
Mansfield.....	Ohio....	Oct. 15, 1900	750	28	1	25	18	148	42, 283

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Mansfield	Tex ..	Mar. 1, 1901	1,815	105	3	71	14	88	37,029
Mansfield Center	Conn ..	Dec. 15, 1900	1,100	15	2	45	61	63	54,878
Mantua Station	Ohio ..	Oct. 1, 1900	1,250	51	2	48	8	121	74,477
Maple Park	Ill ..	July 2, 1900	550	24	1	27	8	64	44,521
Maplehill	Kans ..	May 15, 1901	550	30	1	28	10	21	7,475
Mapleton	Ill ..	Apr. 2, 1900	1,400	30	1	27	35	73	65,679
Maquoketa	Iowa ..	Dec. 15, 1900	1,500	50	1	28	8	66	22,456
Marathon	N. Y ..	Feb. 1, 1901	575	15	1	28	5	1	8,449
Marcellus	N. Y ..	Oct. 15, 1900	975	29	1	23	15	54	558,125
		May 15, 1901	495	21	1	23			
Marcus	Iowa ..	Aug. 15, 1900	585	41	1	26	1	61	67,824
Marengo	Ill ..	July 2, 1900	2,825	121	5	123	24	268	178,221
Marengo	Iowa ..	Nov. 15, 1900	500	31	1	23	2	50	30,786
		Jan. 4, 1898	550	30	1	44			
Marietta	Ohio ..	Sept. 1, 1898	450	22	1	19	58	65	389,873
		July 23, 1900	700	18	1	23			
Marine Mills	Minn ..	Feb. 1, 1901	460	35	1	26	5	60	13,063
		Sept. 18, 1899	1,036	20	1	28			
		July 16, 1900	873	30	1	25			
		Nov. 1, 1900	1,008	48	1	26			
Marion	Ind ..	Apr. 2, 1900	750	35	1	22	119	920	441,568
		Oct. 1, 1900	1,080	50	1	29			
		Dec. 15, 1900	2,624	101	2	52			
		June 1, 1901	600	35	1	25			
Marion	Iowa ..	Nov. 1, 1900	570	37	1	24		86	70,807
		Mar. 1, 1901	925	64	2	47	6		
Markesan	Wis ..	May 14, 1900	650	43	1	28	6	51	63,211
Markle	Ind ..	Nov. 1, 1900	945	52	1	27	3	122	66,618
Marlton	N. J ..	Dec. 1, 1898	580	10	1	26		17	87,081
		Oct. 15, 1900	486	15	1	20	44		
Maroa	Ill ..	June 4, 1900	900	38	1	26		123	71,577
Marshall	Minn ..	June 11, 1900	977	83	2	52		60	83,038
Marshall	Wis ..	Sept. 5, 1899	1,912	38	3	68		408	165,214
		Jan. 15, 1901	630	27	1	24	90		
Marshallton	Del ..	Nov. 1, 1898							
		Mar. 1, 1901	1,600	40	2	37	77	64	109,326
Marshalltown	Iowa ..	July 15, 1899	1,047	34	2	49	48	94	220,438
Marshfield	Wis ..	June 4, 1900	700	30	1	26	23	119	69,672
		May 2, 1898	750	30	1	24			
		Oct. 10, 1898	600	23	1	23			
Martinsburg	W. Va ..	Oct. 20, 1898	350	32	1	25	69	132	208,232
		Oct. 9, 1899	750	36	1	22			
		Oct. 15, 1900	500	25	1	25			
Martinsville	Ind ..	do ..	522	34	1	26	14	8	53,154
Marysville	Kans ..	Dec. 4, 1899	700	37	1	25		216	144,372
		Oct. 1, 1900	1,800	100	3	75	40		
		Mar. 1, 1899	400	28	1	18			
Marysville	Mo ..	Sept. 15, 1899	400	25	1	19	5	167	259,325
		Apr. 2, 1900	600	30	1	22			
		July 23, 1900	550	34	1	26			
Maryville	Tenn ..	May 15, 1901	600	19	1	22	2	6	4,812
Mason	Mich ..	Oct. 1, 1900	1,611	72	2	47	8	155	68,221
Massillon	Ohio ..	Oct. 15, 1900	1,611	72	2	47	122	131	96,991
		Mar. 15, 1901	1,250	48	2	41		6	26,049
Mathews	Ind ..	Nov. 1, 1900	1,063	38	1	21	3		
Mattoon	Ill ..	Oct. 2, 1899	700	30	1	22	34	129	173,263
		Oct. 1, 1900	1,350	62	2	50			
Mauston	Wis ..	Sept. 5, 1899	750	22	1	18	8	191	96,227
		Apr. 2, 1900	600	27	1	23			
Mayville	N. Dak ..	Oct. 26, 1898	650	68	2	58	3	17	46,230
Mayville	Mich ..	Nov. 1, 1900	2,601	137	3	77	43	248	101,869
Maxwell	Iowa ..	Dec. 5, 1900	685	30	1	35			46,795
		Oct. 15, 1900	2,383	65	4	92			
Meadville	Pa ..	June 1, 1901	2,992	84	5	113	37	219	191,120
		Jan. 1, 1899	500	20	1	22			
Mechanicsburg	Ohio ..	Mar. 15, 1901	940	23	1	24	2	52	76,566
Medford	N. J ..	Nov. 1, 1900	2,113	57	4	33	113	10	74,338
Media	Pa ..	July 5, 1899	2,000	12	2	33	62	2	88,930
Mediapolis	Iowa ..	do ..	428	16	1	24		2	50,385
Memphis	Mich ..	Oct. 1, 1900	832	44	1	28	1	12	23,140

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office,	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en- route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Memphis	Mo	June 1, 1901	585	33	1	25	1	10	2,205
Memphis	N. Y.	Feb. 15, 1901	982	44	2	47	7	67	35,900
Mendon	Ill	Sept. 1, 1900	495	32	1	23	7	44	37,282
Mendon	Mich	Sept. 15, 1900	1,382	73	2	47	6	142	92,837
Menlo	Ga.	June 1, 1900	600	28	1	20	17	10	35,873
Menomonic	Wis.	Apr. 2, 1900	612	37	1	22	69	242	158,910
		(Oct. 15, 1900)	1,365	81	2	59			
Meriden	Kans	Sept. 18, 1899	700	22	1	22	1	95	119,533
		(July 2, 1900)	477	44	1	24			
Merriam	Kans	Oct. 23, 1899	1,000	18	1	24	7	69	63,315
Merrimac	Wis.	May 15, 1901	628	44	1	28	1	10	4,922
Metropolis	Ill	July 16, 1900	3,100	86	3	73	32	283	83,063
Mexico	Mo	Mar. 15, 1901	675	35	1	26	3	50	23,589
Michigan City	Ind.	Sept. 15, 1900	756	38	1	23	15	69	44,100
Middleburg I	Md	Dec. 15, 1899							
Middlebury	Ind.	Nov. 1, 1900	745	32	1	24	5	70	36,714
Middlebury	Vt.	Oct. 15, 1900	1,295	47	2	49	49	45	72,042
Middlefield	Ohio.	Nov. 15, 1900	1,300	50	2	44	24	155	51,819
Middleport	N. Y.	May 1, 1900	720	20	1	23	24	134	56,140
Middleport	Ohio.	Dec. 15, 1900	531	30	1	18	6	73	17,638
Middleton	Wis.	Aug. 1, 1900	580	32	1	23	1		30,696
Middletown	Conn	Aug. 15, 1900	2,345	34	3	77	93	178	138,224
Middletown	Ind.	Oct. 15, 1900	882	32	1	28	3	110	40,140
Middleville	Mich	May 1, 1899	750	25	1	21	8	20	47,177
Midlothian	Tex	May 1, 1901	1,125	73	2	52	1	17	7,744
Millan	Ill	Aug. 1, 1900	1,060	56	2	48	20	151	74,964
Millford	Conn	June 1, 1898	2,100	24	3	50	89	144	183,663
Millford	Mich	Aug. 15, 1900	890	42	1	25	10	75	51,470
Millford	Nebr	July 16, 1900	2,170	114	3	78	9	182	120,793
Millford	N. H.	Mar. 1, 1901	639	19	1	22	11	7	19,444
Millford	Ind.	Nov. 15, 1900	676	32	1	29	1	78	15,090
Millburg	Mass.	June 4, 1900	1,500	40	2	45	37	78	142,903
Milledgeville	Ill.	Nov. 15, 1900	500	34	1	24	23	25	25,772
Millersport	Ohio.	Jan. 2, 1901	575	18	1	25	17	65	17,438
Millersburg	Ohio.	Feb. 15, 1901	1,485	44	2	49	20	67	32,680
Millington	Mo	May 1, 1900	500	30	1	22	30	15	48,288
Millington	Mich	Sept. 1, 1900	868	39	1	24	35	124	40,117
Millville	Pa.	Dec. 15, 1900	663	16	1	25	1	45	26,076
Milton	Ind.	Nov. 1, 1900	630	34	1	25	1	17	27,028
Milton	Pa.	Sept. 1, 1900	780	13	1	21	51	61	47,997
Milton	Wis.	do	800	36	1	25	5	72	48,409
Milton Junction	Wis.	Apr. 2, 1900	700	30	1	23	1	16	80,103
Milwaukee	Wis.	Oct. 16, 1899	950	27	1	24			
Station B	Wis.	Mar. 15, 1900	1,000	38	1	25	25	35	174,570
Station D	Wis.	Apr. 16, 1900	900	18	1	15			
Miner	Ill	(Oct. 1, 1900)	580	34	1	28	20	276	67,420
		(Nov. 15, 1900)	540	34	1	26			
Minooka	Ill	June 11, 1900	780	36	1	24	1	94	82,133
Mishawaka	Ind.	Oct. 1, 1900	990	40	1	22	12	33,587	
Missouri Valley	Iowa	Dec. 15, 1900	585	38	1	22	8	84	41,491
Mitchellville	Iowa	Feb. 15, 1901	1,050	46	2	54	3	27	33,900
Mobile	Ala.	June 1, 1901	550	15	1	23	2	1	1,136
Modoc	Ind.	Dec. 15, 1900	904	36	1	26	13	95	27,026
Mohawk	N. Y.	Nov. 1, 1900	701	18	1	22	9	32	37,625
Monclova	Ohio.	Nov. 15, 1900	835	18	1	22	10	66	38,220
Mondovi	Wis.	Oct. 1, 1900	2,050	138	4	103	20	180	91,219
Monroe	Mich	June 4, 1900	800	35	1	27	24	88	84,593
		(Oct. 15, 1900)	2,165	102	4	102			
Monroe	Ga.	(Feb. 15, 1901)	500		1	27	44	732	90,254
Monroe	N.C.	Aug. 1, 1900	660	35	1	29	13	39	28,550
		(Aug. 15, 1900)	1,200	64	2	43			
Monroe	Wis.	May 15, 1901	720	36	1	25	8	227	180,783
Monongahela	Pa.	Nov. 1, 1900	1,140	25	3	51	61	106	55,209
Montague	Mass.	Nov. 15, 1900	679	18	1	23	10	30	26,713
Montevideo	Minn	May 14, 1900	611	42	1	25	2	40	85,193
Montevista	Colo.	Sept. 15, 1900	470	65	1	33	7	47	50,715
Monticello	Ill	Nov. 1, 1900	585	41	1	26	2	14	28,366
Monticello	Iowa	Mar. 15, 1900	630	39	1	25	5	29	73,523
Montour	Iowa	Feb. 15, 1901	679	40	1	23	5	46	16,461
Montpelier	Ind.	Oct. 15, 1900	1,000	40	1	27	13	174	41,169

TABLE D—Continued

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Montpellier	Va.	Oct. 15, 1900	1,756	56	3	64	3	6	58,341
Mooresburg	Tenn.	Oct. 1, 1900	1,200	36	2	45	36	31	41,160
Moorestown	N. J.	June 6, 1898	1,680	40	3	54	144	18	182,462
Morenci	Mich.	Apr. 3, 1899	500	10	1	22	9	172	61,187
Morgan ¹	Md.	Nov. 1, 1900	1,337	72	2	50			
Morgan	Ga.	Aug. 15, 1900	605	24	1	25	2	42	16,404
Morganhill	Cal.	June 4, 1900	950	36	1	28	2	21	54,936
Morgantown	W. Va.	Dec. 15, 1899	750	24	1	20			
Morganville	Kans.	Oct. 15, 1900	2,200	61	2	69	89	227	139,797
Morning Sun	Sept. 1, 1900	572	62	1	31	7	113	49,139	
Morning Sun	Iowa	Nov. 10, 1896	1,204	40	4	112	18	292	202,359
Morrice	Mich.	Nov. 15, 1900	810	38	1	25	23	160	47,607
Morrison	Colo.	July 5, 1899	400	8	1	20	2	8	35,542
Morrisonville	Wis.	Nov. 1, 1900	675	28	1	25	38	75	32,182
Morristown	N. Y.	Dec. 1, 1898	833	24	1	18	41	51	88,202
Morristown	Tenn.	Apr. 1, 1898	3,200	50	5	113	44	121	140,709
Morristown	Apr. 14, 1900	1,035	36	1	26				
Moscow	Idaho	Nov. 1, 1900	1,360	58	2	45	11	51	64,749
Mountain Lake	Minn.	June 1, 1901	486	44	1	25	1	1	1,858
Mount Airy ¹	Md.	Dec. 15, 1899							
Mount Airy ¹	Apr. 15, 1901								
Mountain City	Tenn.	Apr. 2, 1900	750	10	1	20	6	21	23,846
Mountain View	Cal.	July 23, 1900	1,200	35	1	25		21	218,304
Mount Cory	Ohio	Oct. 1, 1900	625	18	1	24	13	126	33,959
Mount Horeb	Wis.	July 23, 1900	1,035	62	2	51	19	49	61,493
Mount Laurel	N. J.	Jan. 1, 1899	490	19	1	23	47		30,823
Mount Pleasant	Iowa	Dec. 16, 1897	400	30	1	23			
Mount Pleasant	Aug. 1, 1899	1,696	44	2	54	37	110	312,573	
Mount Sterling	Ohio	Apr. 2, 1900	653	27	1	24			
Mount Sterling	Ill.	Sept. 15, 1900	800	30	1	28	26	88	58,801
Mount Sterling	June 4, 1900	500	30	1	24	3	85	84,836	
Mount Vernon	Ill.	Dec. 15, 1900	450	31	1	23			
Mount Vernon	May 14, 1900	2,105	83	3	68	199	394	256,908	
Mount Vernon	Nov. 1, 1900	2,160	95	3	76				
Mount Vernon	Ohio	Nov. 15, 1900	2,625	97	4	93	23	271	128,566
Mount Vernon	Iowa	Mar. 1, 1901	1,615	69	2	51	3	70	32,389
Mulberry	Ind.	Nov. 1, 1900	832	31	1	24		12	27,198
Muir	Mich.	Mar. 15, 1901	675	44	1	28	1	24	25,606
Muncie	Ind.	Feb. 1, 1898	500	30	1	24			
Muncie	Aug. 15, 1898	450	25	1	24	20	56	215,243	
Muncie	Apr. 16, 1900	600	28	1	24				
Munith	Mich.	Oct. 15, 1900	747	39	1	23	1	69	43,166
Murdocksville	Pa.	Feb. 15, 1901	1,405	55	4	81	132	86	63,546
Murphysboro	Ill.	Apr. 3, 1899	5,000	45	6	110	63	132	243,624
Murray	Utah	Oct. 1, 1900	500	20	1	23			
Murray	Aug. 15, 1899	2,000	25	1	18	91	119	71,873	
Murray	Dec. 15, 1900	1,500	15	1	20				
Muscataine	Iowa	Aug. 28, 1899	1,390	37	2	47	11	148	221,544
Muscataine	Aug. 15, 1900	571	29	1	26				
Muscoda	Wis.	Dec. 15, 1900	850	39	1	34	63	42	64,525
Muskegon	Mich.	Apr. 16, 1900	780	26	1	24	8	69	65,048
Nankin	Ohio	Jan. 15, 1901	560	40	1	24		45	20,339
Napa	Cal.	Apr. 3, 1899	700	8	1	20	3	45	87,673
Naples	Me.	Nov. 23, 1896	960	50	2	39	128	107	61,492
Naples	N. Y.	Dec. 15, 1900	470	16	1	22	14	46	15,861
Naperville	Ill.	May 14, 1900	480	25	1	22	1	28	64,906
Nappanee	Ind.	June 18, 1900	665	34	1	21	7	102	60,630
Nappanee	Apr. 15, 1901	828	30	1	23				
Nashua	N. H.	Nov. 1, 1900	869	20	1	24	45	33	39,811
Nashua	Feb. 15, 1901	684	17	1	24				
Nashville	Tenn.	May 14, 1900	3,600	155	5	109	375	16	332,500
Nashville	Ill.	Oct. 15, 1900	2,025	94	3	74	8	74	42,008
Naugatuck	Conn.	Sept. 1, 1900	1,035	6	1	26	17	51	32,429
Nauvoo	Ill.	do	630	30	1	22	5	99	62,978
Neenah	Wis.	June 18, 1900	900	40	1	26	21	77	91,952
Negley	Ohio	June 1, 1901	575	22	1	20		2	1,876
Nelson	Mo.	June 1, 1899	400	16	1	21	5	40	34,146
Neoga	Ill.	Feb. 1, 1901	612	29	1	24	3	28	19,661

¹See Westminster, Carroll County, Md.

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Nerstrand	Minn.	Mar. 1, 1901	864	69	2	51	2	20	27,581
Nescopeck	Pa.	Aug. 15, 1900	575	16	1	21	92	38	46,313
Nevada	Iowa	Feb. 15, 1901	960	72	2	51	5	98	45,022
Newark	N. Y.	(Sept. 5, 1899 Nov. 1, 1900	1,530 700	96 31	2 1	43 23	17	15	102,806
Newark	Ohio	(July 5, 1899 Nov. 1, 1900	550 2,775	23 100	1 4	22 90	18	144	189,663
Newark	Del.	July 16, 1900	850	58	2	43	76	21	123,064
Newark	Ill.	Aug. 1, 1900	1,650	70	3	74	7	105	72,800
New Augusta	Ind.	Sept. 1, 1900	810	32	1	24	10	88	40,538
New Berlin	Ill.	Dec. 4, 1899	450	25	1	22	7	55	64,261
New Berlin	N. Y.	Mar. 1, 1901	600	16	1	24	4	15	8,589
Newberg	Oreg.	July 2, 1900	670	31	1	22	1	10	44,769
New Boston	Ill.	Aug. 15, 1900	540	34	1	26	63	189	68,127
New Boston	Tex.	(.....do Nov. 15, 1900	650 540	29 25	1 1	26 26	36	122	57,244
New Brighton	Minn.	May 1, 1901	482	37	1	28	2	13	6,207
New Brunswick	N. J.	Sept. 15, 1900	3,176	61	5	108	103	78	92,996
New Canaan	Conn.	(July 5, 1899 Mar. 15, 1901	700 1,282	30 25	1 2	21 46	37	45	70,193
New Carlisle	Ohio	Oct. 1, 1898	800	22	1	20	1	43	144,581
Newcastle	Ind.	(Apr. 1, 1898 Apr. 16, 1900	1,870 500	60 30	3 1	72 27	14	286	417,277
Newcastle	Ind.	(Apr. 1, 1901	1,619	87	3	79			
Newcastle	Nebr.	Oct. 15, 1900	500	27	1	27	2	59	29,878
Newcastle	Pa.	(.....do	730	20	1	23	14		24,642
Newfield	N. Y.	Nov. 15, 1900	520	15	1	22	4	31	17,810
New Haven	Ind.	Nov. 1, 1900	1,098	49	1	27	19	90	39,086
New Lexington	Ohio	(May 1, 1900 Oct. 15, 1900	450 625	18 35	1 1	22 21	34	134	72,142
New London	Iowa	Mar. 15, 1900	630	33	1	26	13	177	80,697
Newmarket	Ind.	(May 1, 1901	607	41	1	25			
Newmarket	Ind.	Nov. 15, 1900	770	30	1	26	24		28,784
Newmarket	Tenn.	May 1, 1901	1,750	49	3	77	5	10	6,263
New Paris	Ind.	(Dec. 1, 1900 Mar. 1, 1901	747 657	35 33	1 1	22 22	7	65	37,758
Newport	R. I.	Nov. 1, 1899	330	12	1	26	14	45	66,457
Newport	Tenn.	Apr. 2, 1900	500	12	1	24	15		16,124
Newport	Ark.	Oct. 15, 1900	900	23	1	27	11	60	34,578
New Providence	Iowa	Sept. 16, 1897	1,112	60	3	64	15	303	377,723
New Richmond	Ind.	Feb. 15, 1899	364	20	1	25	8	52	62,995
New Stanton	Pa.	Nov. 24, 1896	290	12	1	16	26		87,109
New Sheffield	Pa.	Apr. 15, 1901	1,580	41	3	70	124		81,637
New Tazewell	Tenn.	May 1, 1901	450	16	1	25	26	19	2,649
Newton	N. J.	(May 1, 1900 Feb. 1, 1901	700 567	20 21	1 1	25 21	24	20	45,801
Newton	Kans.	Sept. 15, 1900	765	34	1	25	1	19	60,475
Newton	Iowa	Apr. 15, 1901	2,685	142	4	100	8	21	47,971
Newton	Ill.	Jan. 2, 1901	570	31	1	22	4	137	26,834
Newtown	Conn.	(Dec. 15, 1900 Jan. 15, 1901	518 554	19 18	1 1	21 20	43	83	54,640
New Ulm	Minn.	Jan. 2, 1901	1,084	78	2	53	17	43	30,851
New Windsor	Md.	Dec. 15, 1899							
New Windsor	Ill.	Oct. 1, 1900	630	32	1	24	3	127	44,548
New Windsor	Colo.	Feb. 1, 1901	450	41	1	25		27	24,354
Nichols	Iowa	Aug. 15, 1900	513	33	1	26	1	45	88,203
Niles	Mich.	(Sept. 1, 1900 Feb. 1, 1901	1,796 567	91 33	3 1	75 23	35	239	147,796
Ninetysix	S. C.	Apr. 1, 1901	530	24	1	24	1	6	3,232
Noblesville	Ind.	(Nov. 1, 1898 Sept. 15, 1900	900 630	18 36	1 1	22 25	27	49	165,403
Nora	Ind.	(Sept. 5, 1899 June 1, 1901	1,060 500	13 30	1 1	27 21	97	47	62,763
Nora Springs	Iowa	Dec. 15, 1900	882	38	1	26		46	34,380
Norborne	Mo.	Jan. 15, 1901	700	44	1	26	7	17	29,954
Norfolk	Conn.	May 16, 1899	375	23	1	21	38	50	37,875
Normal	Ill.	Sept. 3, 1900	675	38	1	28	7	95	35,491
Norristown	Pa.	Oct. 1, 1900	2,975	54	4	81	75	52	155,677
North Amherst	Ohio	May 1, 1901	2,340	48	1	25	5	21	10,760

¹ See Westminster, Carroll County, Md.

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
North Baltimore..	Ohio...	Aug. 1, 1900	820	16	1	23	8	94	50, 146
North Branch.....	Minn...	Dec. 15, 1900	888	60	2	43	28	93	58, 204
North Chichester...	N. H...	Sept. 15, 1899	500	10	1	13	33		34, 568
		(May 1, 1900)	450	28	1	37			
Northfield.....	Minn...	Sept. 15, 1900	400	21	1	22	18	94	137, 611
		Mar. 15, 1901	2, 296	163	5	127			
North Haven.....	Conn...	Dec. 15, 1900	909	12	1	24	17	40	27, 542
North Lawrence.....	Ohio...	May 15, 1901	760	23	1	21		6	3, 466
North Liberty.....	Ind...	Nov. 15, 1900	828	34	1	26	1	64	26, 475
North Madison.....	Ohio...	Sept. 5, 1899	750	23	1	20	32	81	103, 370
North Manchester...	Ind...	Mar. 15, 1900	1, 395	40	1	28			
		Oct. 15, 1900	1, 594	84	2	46	4	141	113, 098
North Ontario.....	Cal...	Aug. 15, 1900	850	25	1	22	21	133	59, 086
North Raynham.....	Mass...	Jan. 2, 1901	588	7	1	21	48		18, 675
Northwood.....	Iowa...	Jan. 2, 1901	785	38	1	25	4	12	20, 307
North Yakima.....	Wash...	Apr. 1, 1897	1, 600	10	2	50	22	127	169, 796
		Apr. 16, 1900	412	19	1	20			
Nortonville.....	Kans...	Aug. 15, 1900	648	50	1	25	3	237	93, 997
		Dec. 15, 1900	575	40	1	26			
Norwalk.....	Conn...	Dec. 4, 1899	1, 500	20	2	40	74	49	95, 802
Norwalk.....	Wis...	Sept. 5, 1899	800	28	1	22		40	35, 286
Norwalk.....	Ohio...	July 23, 1900	1, 200	20	1	19	3	32	78, 504
Norwich.....	Ohio...	Nov. 1, 1900	600	20	1	24	3	41	19, 731
Norwich.....	Conn...	Apr. 1, 1901	832	18	1	22	12	10	10, 153
Nottawa.....	Mich...	May 1, 1899	575	25	1	22	1	25	33, 606
Oak Hill.....	Ill...	Dec. 15, 1900	648	29	1	21	15	53	24, 496
		May 1, 1900	740	36	1	27	7	95	81, 825
Oakland.....	Ill...	Jan. 15, 1901	540	45	1	24			
Oaklandon.....	Ind...	June 1, 1901	480	25	1	23	1	3	1, 726
Ochlochonce.....	Ga...	Aug. 15, 1900	800	32	1	25	6	103	18, 209
		Apr. 2, 1900	815	46	1	27			
Oconomowoc.....	Wis...	May 1, 1901	1, 200	.....	1	11	24	8	74, 137
Odell.....	Nebr...	Nov. 1, 1900	750	40	1	26		62	43, 281
Odessa.....	Mo...	Mar. 1, 1901	765	37	1	23	1	21	22, 063
Odin.....	Ill...	Oct. 1, 1900	1, 170	58	2	47	12	112	87, 927
Ogden.....	Iowa...	Mar. 1, 1901	765	30	1	25	5	39	36, 486
Ogdensburg.....	N. Y...	Nov. 1, 1900	535	20	1	22	8	25	25, 925
Okemos.....	Mich...	Feb. 1, 1901	1, 278	54	2	46	7	71	24, 470
Olathe.....	Kans...	Nov. 1, 1900	1, 750	88	3	76	8	114	124, 102
Olinville.....	Ind...	Apr. 2, 1900	600	28	1	23	66		44, 225
Olivet.....	Mich...	Feb. 15, 1901	653	45	1	25	8	38	22, 842
Olyphant.....	Pa...	May 1, 1901	700	24	1	23	43	14	15, 806
Omaha.....	Nebr...	Sept. 15, 1900	725	30	1	22	17	14	59, 384
Onaga.....	Kans...	May 15, 1901	1, 005	68	2	57	7	20	11, 026
Onalaska.....	Wis...	Aug. 15, 1900	400	20	1	24	4	92	22, 708
Onawa.....	Iowa...	Mar. 15, 1901	720	36	1	25	1	26	16, 869
Ontario.....	N. Y...	June 4, 1900	1, 455	20	1	23			
		Nov. 1, 1900	1, 607	47	2	41	33	100	125, 115
Ontario.....	Cal...	Aug. 15, 1900	1, 775	85	2	41	25	148	122, 235
Opdyke.....	Ill...	Nov. 15, 1900	675	30	1	23	2	90	11, 258
Oostburg.....	Wis...	Nov. 1, 1900	900	32	1	25	17	33	40, 062
Opelika.....	Ala...	Dec. 7, 1896	750	10	1	25			
		Apr. 2, 1900	851	39	1	27	3	28	84, 406
Orange.....	Mass...	Nov. 23, 1896	585	12	1	20	9	9	61, 133
Orange.....	Cal...	Sept. 15, 1900	1, 024	20	1	20	12	42	46, 421
Orange.....	Va...	Oct. 1, 1900	600	22	1	20	23	17	27, 884
Orchard.....	Iowa...	July 16, 1900	675	40	1	26	2	85	59, 426
Orchard Lake.....	Mich...	Oct. 15, 1900	630	30	1	34	24	87	44, 915
Orangeburg.....	S. C...	Mar. 1, 1899	1, 500	55	1	25		6	25, 062
Oregon.....	Ill...	Aug. 15, 1900	500	28	1	22	19	42	66, 213
Oregon.....	Wis...	June 1, 1901	607	32	1	26		8	8, 945
Oregonia.....	Ohio...	Feb. 15, 1901	550	31	1	22	1	38	13, 550
Orion.....	Ill...	Apr. 3, 1899	520	18	1	24		38	66, 943
Orwell.....	Ohio...	Apr. 16, 1900	650	20	1	22	13	36	45, 328
Osage.....	Iowa...	Oct. 15, 1900	630	39	1	26	14	11	43, 678
		Mar. 15, 1900	750	31	1	25			
Osage City.....	Kans...	Aug. 15, 1900	653	50	1	27	16	199	131, 650
		Mar. 1, 1901	500	30	1	26			
Osawatomic.....	Kans...	Apr. 3, 1899	550	18	1	23	2	66	46, 588

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Osceola.....	Iowa	Sept. 5, 1899	441	19	1	26	30	95	103,855
Oshkosh.....	Wis	Mar. 15, 1901	2,190	165	4	101 1/4			147,082
Oskaloosa.....	Iowa	Dec. 4, 1899	1,800	67	2	53	27	70	177,856
Oskaloosa.....	Iowa	Aug. 15, 1899	668	18	1	25	8	35	
Oskaloosa.....	Iowa	Nov. 1, 1900	2,160	73	2	56			
Oskaloosa.....	Kans	Sept. 15, 1900	500	35	1	22	6	151	65,257
Oskaloosa.....	Kans	Nov. 15, 1901	500	32	1	23			
Oseo.....	Wis	Sept. 5, 1899	918	23	1	25		8	43,439
Ossian.....	Ind.	Oct. 15, 1900	900	33	1	25		105	37,279
Ossian.....	Iowa	Dec. 15, 1900	550	27	1	26	15	59	20,561
Oswego.....	Ill.	June 4, 1900	450	26	1	20		105	
Oswego.....	Ill.	Sept. 1, 1900	500	25	1	22	21	105	81,327
Otego.....	N. Y.	Sept. 15, 1900	720	13	1	26	21	139	45,198
Otisville.....	Minn.	Feb. 1, 1901	540	33	1	24	56	29	22,833
Ottawa.....	Kans	July 23, 1900	1,535	90	2	49	6	99	169,311
Ottumwa.....	Iowa	July 5, 1899	450	13	1	21		141	110,644
Ottumwa.....	Iowa	Jan. 2, 1901	1,835	72	2	48	31		
Ovid.....	Mich.	Nov. 1, 1900	891	32	1	25		19	44,506
Owenton.....	Ky.	Feb. 15, 1901	500	35	1	25	28	14	13,224
Owenton.....	Ky.	Nov. 1, 1898	750	22	1	26			
Owosso.....	Mich.	Apr. 2, 1900	1,020	31	1	28	33	209	403,008
Owosso.....	Mich.	Jan. 15, 1901	810	34	1	25			
Owosso.....	Mich.	Mar. 15, 1901	1,701	71	2	49			
Oxford.....	Ala.	Mar. 15, 1900	1,948	83	2	54	32	181	63,627
Oxford.....	N. C.	May 1, 1900	600	30	1	25	150	97	83,817
Oxford.....	N. C.	July 23, 1900	525	22	1	26			
Oxford.....	Ga.	Oct. 15, 1900	700	31	1	23	1	71	18,199
Oxford.....	Ind.	Mar. 1, 1901	455	37	1	21		35	7,751
Oxford.....	Ohio	Apr. 15, 1901	1,020	23	2	47	3	13	19,235
Ozawie.....	Kans	Nov. 1, 1900	550	48	1	23	2	54	28,324
Palmyra.....	N. J.	Dec. 1, 1898	545	6	1	14	53		86,788
Palmyra.....	Va.	Oct. 22, 1896	425	44	2	41	16	12	34,494
Palmyra.....	Mo.	Feb. 15, 1901	675	36	1	25	6	25	86,458
Palmyra.....	Mo.	May 1, 1901	536	31	1	26			
Paloma.....	Ill.	Nov. 1, 1900	600	32	1	24	7	65	29,972
Pana.....	Ill.	Mar. 1, 1901	1,080	68	2	48	7	78	26,731
Paola.....	Kans.	Mar. 15, 1900	700	25	1	26			
Paola.....	Kans.	Nov. 1, 1900	1,180	75	2	51	6	38	744,204
Panola.....	Ill.	Aug. 15, 1900	630	34	1	24	2	138	39,090
Panola.....	Ill.	Oct. 1, 1899	1,000	40	1	27			
Paris.....	Ill.	June 4, 1900	620	36	1	26	32	244	200,327
Paris.....	Ill.	Jan. 2, 1901	2,170	88	3	72			
Paris.....	Ill.	Oct. 10, 1898	950	22	1	26	85	230	142,635
Parker.....	Ind.	May 1, 1900	450	28	1	22			
Parker.....	Ind.	Feb. 1, 1899	600	20	1	26			
Parkersburg.....	W. Va.	Apr. 17, 1899	600	20	1	24	5	10	83,252
Parkersburg.....	W. Va.	June 1, 1901	2,015	40	4	93	11	18	11,560
Parkville.....	Mo.	Nov. 1, 1900	525	30	1	23	9	44	38,835
Parnell.....	Mo.	Aug. 1, 1900	500	44	1	26		65	81,751
Parnell.....	Iowa	Nov. 15, 1900	510	34	1	21	1	16	19,995
Pataaskala.....	Ohio	June 4, 1900	750	15	1	25	19	76	60,270
Pataaskala.....	Ohio	Feb. 1, 1901	675	27	1	25			
Patoka.....	Ill.	Oct. 1, 1900	1,620	62	2	51	17	227	78,939
Paulina.....	Iowa	Oct. 15, 1900	616	45	1	24	6	53	42,211
Paulina.....	Iowa	June 18, 1900	1,475	74	2	52			
Pawnee City.....	Nebr.	Oct. 15, 1900	1,000	36	1	30	5	279	227,699
Pawnee City.....	Nebr.	Dec. 15, 1900	600	36	1	26			
Paw Paw.....	Mich.	Sept. 15, 1900	1,427	64	2	48	8	219	110,141
Payette.....	Idaho	Jan. 15, 1901	500	35	1	27	8	60	17,104
Payette.....	Idaho	Apr. 16, 1900	729	40	1	27			
Pelham.....	Ga.	Aug. 15, 1900	830	30	1	27	40	62	41,640
Pelham.....	Ga.	Mar. 15, 1900	950	30	1	22		97	
Pendleton.....	Ind.	Oct. 15, 1900	940	35	1	25	12	97	119,458
Pendleton.....	Ind.	Nov. 1, 1900	748	18	1	24	5	35	30,246
Pennsylvania Fur- nace.....	Pa.	Jan. 15, 1901	340	18	1	21	23	76	21,541
Penyan.....	N. Y.	Mar. 15, 1900	1,475	40	2	45	131	289	302,628
Penyan.....	N. Y.	Apr. 16, 1900	1,335	40	2	48			
Peoria.....	Ill.	Nov. 1, 1900	1,395	66	2	52	9		50,767
Perrinton.....	Mich.	Aug. 15, 1900	927	37	1	25	8	122	30,279

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Perry.....	Ohio.....	July 2, 1900	850	28	1	27	14	148	114,566
Perry.....	Iowa.....	Dec. 3, 1900	1,360	81	2	56	13	193	76,461
Perry.....	N. Y.....	Nov. 15, 1900	515	18	1	21	5	28	24,626
Perry.....	Kans.....	June 1, 1901	1,050	50	2	45		4	6,496
Perry.....	Mich.....	Nov. 15, 1900	693	40	1	28	7	23	35,606
Perrysburg.....	N. Y.....	Oct. 10, 1898	875	35	1	17	6	96	39,316
Perrysville.....	Ohio.....	Feb. 1, 1901	550	27	1	20	4	48	16,863
Peru.....	Ind.....	Apr. 16, 1900	700	35	1	27			
		Oct. 15, 1900	1,400	76	2	41	23	153	118,380
Peshtigo.....	Wis.....	May 1, 1901	500	30	1	23		42	7,606
		Apr. 3, 1899	1,020	8	1	22			
Petaluma.....	Cal.....	Oct. 15, 1900	2,225	106	3	76	23	94	244,002
		July 5, 1899	925	30	2	35	36	51	120,129
Petersboro.....	N. H.....	Aug. 1, 1899							
Petersburg.....	Ind.....	Nov. 1, 1900	1,319	62	2	43	7	146	63,086
Phelps.....	N. Y.....	Sept. 5, 1899	1,690	36	2	41	11	55	112,427
Philadelphia.....	N. Y.....	May 2, 1898	1,090	95	2	50	17	20	90,114
Philadelphia.....	Tenn.....	Apr. 1, 1901	450	21	1	25	2	11	5,121
Phillipi.....	W. Va.....	May 1, 1899	1,500	80	3	63	201	58	114,059
		May 1, 1901	600	20	1	24			
Phillipsburg.....	N. J.....	Oct. 15, 1900	508	15	1	18	69	10	24,085
Philo.....	Ill.....	Dec. 4, 1899	600	25	1	24	7	46	65,246
Phenixville.....	Pa.....	Aug. 15, 1900	1,948	48	3	65	47	69	96,343
Pickerington.....	Ohio.....	Dec. 15, 1900	570	16	1	21	5	37	24,152
Pierceton.....	Ind.....	Nov. 15, 1900	698	36	1	29	9	178	28,216
Pinehurst.....	Ga.....	Jan. 2, 1901	1,000		2	49	38	147	24,555
Pineknayville.....	Ill.....	Aug. 15, 1900	2,455	128	4	98	60	280	82,177
Piper.....	Kans.....	Mar. 15, 1900	800	31	1	24	37		32,219
		Oct. 3, 1898	600	30	1	21			
Piqua.....	Ohio.....	Nov. 1, 1898	2,500	80	2	71	12	179	175,026
Pittsboro.....	Ind.....	Sept. 15, 1900	1,058	30	1	25			37,946
Pittsburg.....	Iowa.....	May 15, 1900	815	30	1	21	17	28	31,966
Pittsburg.....	Kans.....	June 1, 1901	1,150	63	2	51	30	212	123,666
Pittsfield.....	N. H.....	Oct. 20, 1898	1,400	32	3	40	25	23	99,043
Pittsford.....	N. Y.....	Oct. 15, 1900	1,307	51	2	45	23	52	72,069
Pittsford.....	Mich.....	Mar. 1, 1901	1,458	76	2	46	16	180	36,880
Pittstown.....	N. J.....	Nov. 1, 1900	660	19	1	22	20	68	22,145
		July 5, 1899							
Plainfield.....	Ill.....	Apr. 16, 1900	2,170	59	3	78	22	63	237,858
Plano.....	Ill.....	July 16, 1900	1,000	40	2	48	36	110	75,898
Plano.....	Iowa.....	Feb. 15, 1901	665	36	1	26	9	86	15,726
Platte City.....	Mo.....	July 5, 1899	550	17	1	24			
		Sept. 1, 1900	1,000	62	2	45	4	102	216,516
Platteville.....	Wis.....	Oct. 16, 1899	700	28	1	26			
		May 14, 1900	1,188	67	2	51	18	43	128,153
Platteville.....	Colo.....	Nov. 15, 1900	595	46	1	27	14	77	33,089
Plattsburg.....	N. Y.....	Oct. 15, 1900	3,160	74	4	94	67	34	100,756
Pleasant Lake.....	Ind.....	Oct. 2, 1899	750	28	1	25			
		Apr. 16, 1900	700	32	1	26	5	149	119,142
Pleasantville.....	Iowa.....	Oct. 15, 1900	1,955	115	3	79		66	88,774
Pleasantville.....	Ohio.....	do.....	650	22	1	25	3	32	31,859
Plevna.....	Kans.....	Oct. 1, 1900	700	51	1	30	13	19	26,212
Plover.....	Wis.....	Jan. 2, 1901	1,125	42	1	30	16	52	25,756
Plymouth.....	Ind.....	May 1, 1900	931	37	1	28			
		Nov. 1, 1900	1,620	68	2	51	5	100	98,388
		Apr. 16, 1900	770	49	1	28			
Plymouth.....	Wis.....	Oct. 15, 1900	950	40	1	28	8	169	85,064
		do.....	950	65	2	48	7	365	86,582
Plymouth.....	Ill.....	do.....	1,150	30	2	41			
		Sept. 1, 1900	1,160	36	2	43	106	115	94,984
		Apr. 1, 1901	550	31	1	26			
Plymouth.....	Mich.....	Aug. 15, 1900	1,500	50	3	56	27	111	59,410
Poland.....	Ohio.....	June 1, 1898	1,500	50	3	56	27	191	165,334
Polo.....	Ill.....	Aug. 15, 1900	1,575	62	2	49	88	137	196,038
		June 1, 1899	1,100	25	1	23			
Pomeroy.....	Ohio.....	Nov. 1, 1900	600	34	1	22	45	165	73,651
Pomona.....	Cal.....	July 5, 1899	1,245	8	1	22	17		93,587
Ponca.....	Nebr.....	Aug. 15, 1900	1,850	71	2	49	20	296	114,339
Pontiac.....	Ill.....	Sept. 15, 1900	685	30	1	24	8	149	43,368
Pontiac.....	Mich.....	Oct. 1, 1900	2,005	97	3	64	64	255	126,046
Poplar Grove.....	Ill.....	Nov. 1, 1900	1,130	50	2	53	131	172	79,626

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Portage	Wis.	Feb. 15, 1901	630	34	1	36	17	34	37, 0-0
Portageville	N. Y.	Sept. 15, 1900	512	21	1	23	23	50	36, 1-13
Port Chester	N. Y.	Sept. 15, 1899	1,000	16	1	19	87	122	94, 3-39
Port Clinton	Ohio	May 1, 1899	720	23	1	20	4	64	88, 5-58
Portland	Me.	(Nov. 25, 1898	756	35	1	29	58	110	89, 2-32
		Dec. 15, 1900	525	11	1	21			
Portland	Ind.	Aug. 15, 1900	1,860	107	3	75	52	309	251, 937
Portland	Mich.	Feb. 15, 1901	689	40	1	26	7	87	17, 671
Portland	N. Y.	do	610	20	1	22		26	22, 553
Portsmouth	R. I.	Jan. 9, 1899	530	20	1	22	33	20	84, 2-21
Postville	Iowa	June 18, 1900	675	38	1	25	1	26	35, 3-28
Potter	Kans.	Dec. 15, 1900	590	35	1	24		5	26, 4-27
		(May 1, 1900	2,215	40	3	60			
Pottstown	Pa.	June 1, 1901	1,929	29	3	66	97	87	216, 372
Poinette	Wis.	Oct. 15, 1900	1,180	64	2	54	26	213	77, 462
Powell	Ohio	Jan. 2, 1901	1,049	40	1	22	15	54	29, 945
Prairie Depot	Ohio	June 1, 1899	1,400	60	2	49	24	144	116, 6-20
Prairie du Sac	Wis.	(Apr. 2, 1900	675	30	1	26	3	166	80, 3-38
		Nov. 15, 1900	563	40	1	27			
Pratts Junction	Mass.	Dec. 1, 1900	441	13	1	19	18		12, 0-62
Prairie View	Ill.	Apr. 2, 1900	1,000	36	1	24	14		42, 6-80
Preston	Minn.	Nov. 1, 1900	729	35	1	25	10	110	39, 3-46
Presque Isle	Me.	Feb. 1, 1900	491	20	1	22	21	11	11, 4-48
Princeton	Ill.	(Apr. 2, 1900	680	29	1	29			
		Sept. 1, 1900	1,935	102	3	72	15	503	201, 988
Princeton	Ind.	Nov. 1, 1900	1,175	74	2	49	9	124	58, 7-12
Princeton	Iowa	July 16, 1900	555	31	1	26	7	62	68, 7-40
Princeton	Minn.	Oct. 1, 1900	1,363	66	2	56	26	248	77, 9-13
Princess Anne	Md.	May 1, 1901	2,100	62	2	46	35	13	23, 2-41
Princeville	Ill.	Oct. 3, 1898	700	17	1	28	4	126	68, 0-64
Prosperity	S. C.	May 1, 1899	3,000	58	2	50	37	38	57, 1-55
Pueblo	Colo.	Feb. 15, 1901	620	39	1	27	20	71	89, 3-72
Pulaski	Iowa	Nov. 1, 1900	665	40	1	24	3	94	29, 7-85
Pulaski	N. Y.	do	558	16	1	24	17	60	85, 4-36
Pulaski	Pa.	Dec. 15, 1900	1,013	29	2	46	15	91	43, 0-15
Putnam	Conn.	June 1, 1901	567	18	1	25	1	5	8, 1-08
Quaker City	Ohio	Sept. 18, 1899	550	23	1	21	19	115	39, 4-75
Quincy	Ill.	(Oct. 15, 1900	2,250	88	3	80			
		Jan. 2, 1901	585	35	1	22			
Quincy	Mich.	Nov. 15, 1900	1,665	76	2	49	34	275	97, 4-30
		(Dec. 8, 1898	300	10	1	20			
Quitman	Ga.	Sept. 15, 1900	500	20	1	25	19	182	54, 0-42
Racine	Minn.	May 15, 1901	603	33	1	24		7	5, 3-02
Radnor	Ohio	Apr. 16, 1900	790	34	1	30	5	39	54, 2-32
Raleigh	N. C.	Aug. 1, 1900	1,965	52	3	79	52	29	106, 2-84
Ramsey	Ill.	(July 16, 1900	800	34	1	25	13	859	92, 3-07
		Apr. 1, 1901	657	36	1	24			
Randall	Kans.	Mar. 15, 1900	600	30	1	25			
		Oct. 1, 1900	505	34	1	26	6	95	91, 2-72
Randolph	Wis.	Oct. 15, 1900	830	32	1	24	24	109	54, 9-86
Rawson	Ohio	Oct. 1, 1900	670	23	1	25	11	132	41, 0-79
Raymore	Mo.	Mar. 1, 1901	571	44	1	27	1	16	20, 5-04
Raynham	Mass.	Jan. 2, 1901	630	10	1	19	15	5	22, 7-98
Reading		(July 23, 1900	585	50	1	25			
	Kans.	Mar. 1, 1901	550	45	1	25	6	113	83, 0-37
Reading	Mich.	Feb. 1, 1901	1,395	67	2	49	16	191	59, 9-37
Redfield	Iowa	Feb. 15, 1901	1,210	75	2	48		45	31, 8-98
Redkey	Ind.	Dec. 15, 1900	1,459	33	1	26	6	87	24, 1-43
Redlands	Cal.	do	1,100	20	1	28	10	12	29, 5-35
Redoak	Iowa	Nov. 1, 1900	810	47	1	27	6	140	93, 9-57
Redwing	Minn.	(Sept. 5, 1899	900	36	2	49			
		Aug. 1, 1900	2,050	77	3	79	35	239	269, 1-36
		(Mar. 1, 1899	1,899						
Redwood City	Cal.	June 25, 1900	1,350	45	2	93	1	2	98, 2-02
Reedsburg	Wis.	Feb. 1, 1901	666	43	1	27	3	33	20, 1-14
Remington	Ind.	Nov. 1, 1900	558	34	1	23	20	126	41, 6-51
Remsen	Iowa	Mar. 15, 1901	1,748	122	3	75	5	147	41, 9-51
Rensselaer	Ind.	Oct. 15, 1900	553	33	1	24	5	65	35, 6-19
Rensselaer Falls	N. Y.	do	1,042	51	2	47	68	77	49, 2-09
Renville	Minn.	June 4, 1900	525	24	1	20	2	34	32, 5-38

TABLE D—Continued.

Showing a list of offices which have free rural-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Republic	Kans.	Oct. 1, 1900	506	42	1	24	67		26,772
Rhinebeck	N. Y.	Oct. 3, 1898	1,900	40	3	61	79		150,566
Richland	Iowa	Nov. 1, 1900	1,190	59	2	45	15	245	56,769
Richland Center	Wis.	Aug. 15, 1900	765	31	1	26	1		27,073
Richland	Kans.	Dec. 1, 1900	600	37	1	24	6	53	27,941
Richmond	Ind.	(Feb. 1, 1898	1,124	54	2	49	19	46	171,191
Richmond	Va.	Nov. 1, 1900	967	40	1	31			
Richmond	Va.	Mar. 1, 1900	6,036	37	3	65	43	12	26,756
Richview	Ill.	Oct. 15, 1900	630	30	1	23	3	61	24,996
Ridgefield	Conn.	Feb. 1, 1901	2,141	38	4	87	64	60	53,243
Ridge Spring	S. C.	June 1, 1899	2,500	64	2	49	7	211	37,409
Ridgeville	Ind.	Dec. 1, 1900	760	30	1	24	4	28	18,474
Ridgeway	Mich.	May 2, 1898	900	22	1	24	8	119	93,170
Ridott	Ill.	July 16, 1900	630	28	1	34	3	44	34,918
Riga	Mich.	Mar. 15, 1901	900	33	1	24	2	15	13,005
Rio	Wis.	Nov. 1, 1900	640	33	1	24	23	20	15,528
Ripley	N. Y.	Dec. 15, 1900	1,184	46	2	51	28	101	580,958
Ripon	Wis.	Oct. 23, 1899	1,650	60	2	57	10	119	127,512
Rittman	Ohio	July 2, 1900	550	26	1	24	56	198	67,896
Riverdale	Ga.	Dec. 1, 1900	625	1	1	25	1	62	40,875
River Falls	Wis.	Sept. 15, 1900	850	41	1	25	5	36	46,182
Riverhead	N. Y.	Apr. 3, 1899	1,200	18	1	18	37	44	84,637
Riverside	Iowa	Apr. 1, 1901	1,035	65	2	47	1	106	15,420
Riverside	Cal.	Apr. 15, 1901	655	8	1	20	1	20	18,265
Riverside	Conn.	Mar. 15, 1901	990	5	1	12	26	8	7,181
Riverton	N. J.	June 13, 1898	715	6	1	15			
Riverton	N. J.	Mar. 1, 1900	900	14	1	18	95	3	106,712
Roann	Ind.	Nov. 1, 1900	702	40	1	23	1	37	29,808
Roann	Ind.	(Dec. 1, 1899	550	32	1	26			
Rochester	Ind.	Oct. 1, 1900	1,000	42	1	35	3	85	116,777
Rochester	Ind.	Oct. 9, 1899	500	25	1	25			
Rochester	Minn.	Apr. 2, 1900	460	26	1	24	17		105,149
Rochester	N. H.	May 15, 1901	697	15	1	23	4		5,228
Rock City	Ill.	Sept. 18, 1899	500	20	1	23	4	46	135,501
Rockford	Ill.	July 23, 1900	3,800	143	5	122	33	135	308,942
Rockford	Mich.	Feb. 15, 1901	1,215	66	2	44	7	97	66,662
Rock Hall	Md.	June 4, 1900	1,000	55	2	42	48	13	68,288
Rockport	Mo.	Apr. 16, 1900	540	40	1	26	11	58	80,864
Rocks	Md.	Dec. 15, 1900	540	26	1	20	37		15,111
Rockville	Ind.	Oct. 16, 1899	500	27	1	19	45	69	47,434
Rockville	Conn.	May 1, 1901	832	15	1	23	2		8,155
Rockyford	Colo.	Sept. 15, 1900	500	48	1	34	4	94	40,065
Rockton	Ill.	Sept. 1, 1900	540	30	1	27	5	106	45,016
Rodgersville	Tenn.	Apr. 1, 1898	5,300	80	4	97	42	66	95,700
Rome	Ga.	(Feb. 1, 1899	2,500	125	2	50			
Rome	Ga.	Apr. 1, 1899	500	10	1	21	8	20	137,973
Rome	N. Y.	Oct. 15, 1900	1,188	65	2	48	27	52	77,928
Romeoville	Ill.	Sept. 18, 1899	900	19	1	24	23	44	42,738
Roscoe	Ill.	July 23, 1900	900	32	1	28	3	17	58,978
Roscoe	Pa.	Oct. 15, 1900	600	8	1	23	16	27	17,711
Rossville	Ill.	June 4, 1900	600	36	1	25	2	95	82,282
Rossville	Md.	Sept. 18, 1899	1,500	18	1	20	5		50,275
Rossville	Ind.	July 23, 1900	625	30	1	22			
Rossville	Ind.	Sept. 15, 1900	1,120	35	1	26	1	69	37,516
Rossville	Kans.	Dec. 15, 1900	550	39	1	27	4	48	24,106
Rowesville	S. C.	May 15, 1901	590	27	1	23		1	1,155
Royersford	Pa.	June 1, 1901	720	10	1	19			1,189
Rubicon	Wis.	Oct. 15, 1900	675	33	1	26	9		37,812
Ruffedale	Pa.	(Nov. 24, 1896	300	12	1	18	70	121	164,685
Ruffedale	Pa.	July 10, 1899	515	24	1	20			
Rush City	Minn.	(Dec. 4, 1899	444	19	1	21	12	71	76,609
Rush City	Minn.	Dec. 15, 1900	936	63	2	48			
Rushon	Mich.	Sept. 1, 1900	684	33	1	23	45		40,247
Rushon	Mich.	July 5, 1899	500	22	1	24			
Rushville	Ind.	Sept. 5, 1899	775	19	1	25	42	261	271,606
Rushville	Ind.	Apr. 16, 1900	820	4	1	27			
Rushville	Ohio	Nov. 1, 1900	650	20	1	22	3	35	26,180
Russell	Iowa	Feb. 1, 1901	850	42	1	24		32	24,016
Russellville	Ark.	Mar. 15, 1900	1,705	58	2	49	6	164	58,249
Russellville	Ind.	Oct. 15, 1900	1,472	48	1	29	7	67	24,686

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Rutland	Vt	Nov. 1, 1899	600	16	1	20	41	49	55,858
Rutledge	Tenn ..	(Apr. 2, 1900 Oct. 1, 1900)	3,250 1,400	52 62	1 2	65 45	125	178	69,841
Ryan	Iowa ..	Oct. 15, 1900	455	31	1	24	24	59	46,374
Sabatius	Me	Feb. 1, 1901	483	15	1	20	27	23	15,527
Sabetha	Kans ..	Dec. 15, 1900	560	36	1	26	3	201	32,129
Saco	Me	June 4, 1900	1,508	42	2	42	61	23	87,014
Sacramento	Cal	May 1, 1900	1,000	24	1	26	9	47	47,918
Saginaw	Mich ..	(Aug. 15, 1900 Mar. 15, 1901)	4,472 4,751	135 30	4 1	107 30	223	200	305,662
Saginaw West Side	Mich ..	(Aug. 15, 1900 Mar. 15, 1901)	2,606 1,417	112 51	3 2	84 54	83	265	188,963
St. Albans	Vt	(Mar. 15, 1901 Aug. 15, 1900)	550 576	18 20	1 1	26 20	99	133	124,507
St. Anthony	Iowa ..	Dec. 15, 1900	756	20	1	20			
St. Charles	Minn ..	Mar. 15, 1900	560	12	1	22	3	105	45,760
St. Charles	Mo	June 18, 1900	608	89	1	20	7	81	61,643
St. Charles	Mich ..	July 16, 1900	560	30	1	27	7	25	32,259
St. Charles	Mich ..	Nov. 15, 1900	1,147	32	1	23	15	61	20,860
St. Clair	Mich ..	July 2, 1900	796	34	1	25	1	9	35,966
St. George	S. C ..	Mar. 1, 1899	2,200	70	2	45	4	4	23,360
St. Johns	Mich ..	(Dec. 4, 1899 Apr. 16, 1900 Nov. 1, 1900)	1,125 1,796 1,741	35 71 72	1 2 2	27 55 52	53	1,049	446,946
St. Joseph	Mo	Jan. 2, 1901	850	44	1	30	28		37,526
St. Louis	Ohio ..	July 16, 1900	3,007	105	3	75	17	306	196,538
St. Marys	Mich ..	June 1, 1901	927	39	1	19	1	4	2,257
St. Paul	Minn ..	Sept. 15, 1900	600	25	1	29	7	31	33,685
St. Thomas	N. Dak ..	Oct. 10, 1898	750	78	2	46	2		41,477
Salamanca	N. Y ..	Nov. 1, 1900	657	12	1	19	16	31	16,153
Salem	Ind	(July 5, 1899 May 15, 1901)	450 927	17 53	1 1	22 26	8	141	66,136
Salem	Iowa ..	(Mar. 15, 1900 Mar. 1, 1901)	660 550	29 30	1 1	21 24	11	54	61,878
Salem	Ill	July 16, 1900	1,985	94	3	77	14	203	79,429
Salem	Oreg ..	Apr. 1, 1901	5,100	242	8	183	17	130	127,897
Saline	Mich ..	Mar. 15, 1900	816	23	1	24	6	11	62,920
Salisbury	Md	(Apr. 3, 1899 May 15, 1901)	1,500 975	46 65	2 2	37 46	32	14	112,586
Saluda	S. C ..	June 1, 1899	3,000	48	2	52	7	14	27,468
Sandy	Utah ..	(July 16, 1900 Dec. 15, 1900)	1,000 2,250	36 45	1 2	22 35	99	243	84,333
Sandy Hook	Conn ..	Feb. 1, 1901	661	14	1	25	20	22	16,380
Sanibel	Fla	Apr. 2, 1900	350	25	1	23	5	124	57,382
Santa Ana	Cal	Sept. 1, 1900	2,780	78	3	62	10	158	85,921
San Jacinto	Cal	Sept. 15, 1900	500	26	1	26	2	44	26,809
San Jose	Cal	(Sept. 2, 1898 Mar. 1, 1900)	1,200 650	16 3	2 1	44 32	81	59	375,736
Santa Barbara	Cal	(Apr. 3, 1899 Aug. 15, 1900)	700 1,400	8 42	1 2	20 48	77	116	319,610
Santa Cruz	Cal	Sept. 5, 1899	800	30	1	22	21	146	120,560
Santa Paula	Cal	July 16, 1900	925	20	1	28	16	115	118,459
Santa Rosa	Cal	(Feb. 6, 1899 May 14, 1900)	2,200 600	74 9	3 1	83 18	9	6	338,522
Saratoga	Cal	May 1, 1900	600	9	1	18	5	46	72,134
Saugerties	N. Y ..	(Aug. 15, 1900 Dec. 15, 1900)	2,555 614	73 18	3 1	63 22	433	246	207,428
Sauk Center	Minn ..	Sept. 15, 1900	576	39	1	27	4	137	33,590
Sauk City	Wis	Feb. 15, 1901	509	42	1	27	62	53	33,575
Savoy	Ill	Dec. 15, 1901	580	41	1	25	9	66	31,681
Scandia	Kans ..	(Mar. 15, 1900 Oct. 1, 1900)	625 560	31 48	1 1	26 28	4	121	85,135
Scenery Hill	Pa	(Dec. 1, 1900 May 15, 1901)	3,060 215	104 1	7 1	153 2	268	129	177,852
Scottsburg	Ind	June 1, 1901	450	9	1	22			
Scottsville	Ya	Dec. 4, 1899	635	41	1	27	4	12	4,402
Scottsville	Kans ..	Oct. 1, 1900	540	28	1	30	3	6	37,302
Scrifner	Nebr ..	Oct. 1, 1900	500	35	1	27	1	63	31,583
Searsport	Me	Oct. 15, 1900	675	40	1	26	1	65	31,266
		Nov. 1, 1900	483	18	1	20	2	118	21,497

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Sebago Lake.....	Me....	Nov. 23, 1896	325	20	1	27	60	52	45,697
Sebastopol.....	Cal....	May 14, 1900	840	23	1	26	7	90	97,671
Sedgwick.....	Kans..	Oct. 1, 1900	750	40	1	30	7	89	41,669
Selkirk.....	N. Y....	Apr. 2, 1900	925	20	1	24	114	73	65,066
Selma.....	Ind....	Nov. 8, 1897	409	20	1	24	12	25	161,640
Seneca.....	S. C....	May 1, 1899	2,750	74	2	50	2	14	30,751
Seneca.....	Kans..	Jan. 2, 1901	580	46	1	28	2	102	28,385
Sevierville.....	Tenn..	Oct. 15, 1900	1,100	53	2	43	32	61	58,718
Seymour.....	Wis....	Nov. 1, 1900	900	30	1	28	28	27	26,351
Shadeland.....	Ind....	May 1, 1899	400	17	1	23	87	96	67,781
Sharpsville.....	Ind....	Oct. 15, 1900	1,125	42	1	29	56	73	73,190
Shawmut.....	Mass..	Dec. 1, 1900	575	14	1	22	79	15	67,781
Sheboygan.....	Wis....	June 4, 1900	750	31	1	25	20	165	106,227
Sheboygan Falls..	Wis....	June 18, 1900	560	30	1	25	6	140	150,591
Shedd's.....	Oreg....	Dec. 4, 1899	1,100	31	1	26	12	183	52,942
Shelbyville.....	Ind....	June 4, 1900	1,000	42	1	28	7	222	191,005
Sheldon.....	Iowa...	Jan. 15, 1901	550	40	1	28	85	66	89,395
Sheldon.....	Ill....	Apr. 2, 1900	2,445	111	3	78	17	6	6,493
Shelton.....	Conn..	June 1, 1901	1,975	49	2	54	28	76	41,806
Shenandoah.....	Iowa...	Aug. 15, 1900	1,147	82	2	50	11	173	238,841
Shellman.....	Ga....	May 15, 1900	625	32	1	25	24	388	61,790
Shepard.....	Ohio...	Mar. 15, 1900	1,108	91	2	50	7	8	20,295
Sherburne.....	N. Y....	Aug. 15, 1900	1,150	56	2	53	17	7	26,103
Sheridan.....	Wyo....	Jan. 2, 1901	825	18	1	25	6	7	27,060
Sheridan.....	Ind....	Mar. 1, 1901	900	16	1	26	18	152	114,714
Sherwood.....	Mich..	Oct. 15, 1900	415	40	1	26	6	127	48,999
Shideler.....	Ind....	Jan. 2, 1901	1,067	32	1	18	4	56	58,669
Shiloh.....	Ohio...	Apr. 15, 1901	630	39	2	49	14	33	87,725
Shippensburg.....	Pa....	Feb. 1, 1901	1,282	76	2	49	43	61	255,988
Shreve.....	Ohio...	Jan. 15, 1901	500	27	1	22	12	159	115,255
Sidney.....	Ohio...	Jan. 15, 1901	882	45	2	47	17	274	158,287
Sidney.....	Ill....	Feb. 1, 1899	3,500	180	2	100	79	78	25,644
Sigourney.....	Iowa...	May 1, 1899	600	18	1	29	31	2	29,588
Silox.....	Mo....	Feb. 1, 1899	1,350	46	2	40	5	8	2,785
Silver Creek.....	N. Y....	Jan. 1, 1899	1,500	40	2	47	42	396	89,796
Silver Lake.....	Kans..	Jan. 1, 1899	1,500	46	2	47	28	56	24,981
Silver Springs.....	N. Y....	Jan. 15, 1901	560	36	1	24	36	56	17,390
Skidmore.....	Mo....	Sept. 15, 1900	945	41	1	23	4	67	101,185
Slater.....	Iowa...	Nov. 1, 1900	1,030	42	1	27	3	75	19,186
Slayton.....	Minn..	Feb. 1, 1901	900	47	1	26	2	69	33,833
Sleepyeye.....	Minn..	Sept. 1, 1900	477	32	1	25	18	150	111,148
Slighs.....	S. C....	June 18, 1900	980	80	2	55	2	38	13,185
Slippery Rock.....	Pa....	Nov. 15, 1900	563	33	1	28	67	67	29,367
Smith Center.....	Kans..	May 1, 1899	2,500	60	2	47	11	159	73,946
Smithfield.....	N. C....	Dec. 15, 1900	1,073	31	2	50	44	43	33,341
Smithshire.....	Ill....	Nov. 1, 1900	1,521	148	3	84	4	102	49,615
Smocks.....	S. C....	July 23, 1900	700	28	1	27	31	81	31,449
Smock.....	Pa....	Oct. 1, 1900	630	31	1	26	5	8	2,318
Smyrna.....	Del....	Apr. 3, 1899	2,500	70	12	50	10	9	27,021
Social Circle.....	Ga....	June 1, 1901	1,103	24	4	45	14	184	26,667
Sodus.....	N. Y....	Feb. 15, 1899	500	26	1	18	16	30	36,680
Soldier.....	Kans..	Nov. 1, 1900	1,350	78	2	51	7	70	42,012
Solomon.....	Kans..	Feb. 15, 1901	677	23	1	24	1	56	36,736
Solon.....	Ohio...	Oct. 1, 1900	1,130	79	2	54	5	7	6,923
Somerville.....	Ohio...	May 1, 1901	575	24	1	21	22	22	35,843
Sonoma.....	Cal....	Oct. 15, 1896	300	20	1	23	5	23	25,161
South Auburn.....	Nebr..	Sept. 1, 1900	600	24	1	25	4	94	41,241
South Bend.....	Ind....	Oct. 1, 1900	1,000	47	1	28	26	39	208,470
South Byron.....	N. Y....	May 15, 1899	1,500	38	2	54	33	33	15,021
South Dartmouth..	Mass..	June 18, 1901	785	34	1	26	18	3	41,667
South Dayton.....	N. Y....	Feb. 15, 1901	505	18	1	23	16	55	64,560
South Deerfield...	Mass..	Nov. 15, 1897	1,900	8	1	18	4	12	54,112
		Sept. 1, 1900	1,163	50	2	48			
		Dec. 1, 1896	300	15	1	19			

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
South English	Iowa	Apr. 1, 1901	610	32	1	24	2	38	16, 106
South Harpawell	Me	Oct. 9, 1899	700	28	1	20	29	6	28, 411
South Haven	Mich	Oct. 17, 1898	2, 500	38	2	44	20	77	267, 708
South Lyndeboro.	N. H.	Mar. 1, 1901	558	18	1	20	2	6	8, 696
South Norwalk	Conn	Jan. 15, 1901	1, 188	4	1	11	3	20	11, 142
South Paris	Me	Oct. 1, 1900	1, 080	40	2	43	18	181	51, 324
Southport	Ind	Aug. 1, 1899	700	25	1	20	43	24	76, 229
Southport	Conn	Feb. 1, 1901	832	10	1	25	6	1	18, 709
South Portsmouth	R. I.	Jan. 1, 1899	2, 000	60	3	70	86	218	196, 875
South Westport	Mass.	Sept. 18, 1899	400	14	1	16	21		26, 593
South Whitley	Ind	Oct. 2, 1899	700	28	2	25	9	215	148, 296
South Zanesville	Ohio	Dec. 15, 1900	1, 512	95	2	50			
Sparland	Ill	Jan. 2, 1901	700	22	1	23	20	20	23, 341
Sparta	Wis	Dec. 1, 1900	666	36	1	21	6	62	33, 654
Sparta	Ill	Sept. 5, 1899	750	26	1	19			
Sparta	Wis	June 4, 1900	1, 450	74	2	49	5	26	166, 161
Sparta	Ill	Nov. 1, 1900	1, 305	62	2	45	25	90	53, 445
Spartanburg	S. C.	Aug. 15, 1899	500	28	1	23	2	47	62, 313
Spearsfish	S. Dak	June 11, 1900	774	34	1	24		33	55, 089
Specchts Ferry	Iowa	Nov. 1, 1900	562	24	1	26	62		31, 026
Spencer	Ind	June 11, 1900	575	33	1	23			
Spencer	Ind	Oct. 15, 1900	675	26	1	22	12	53	46, 523
Spencer	Iowa	June 1, 1901	585	41	1	24	2	7	2, 590
Spencerport	N. Y.	Jan. 2, 1901	731	17	1	23	6	23	30, 010
Spencerville	Ohio	June 1, 1901	1, 270	48	2	46	8	13	8, 594
Sperry	Iowa	June 1, 1900	605	30	1	2	2		5, 007
Springfield	Ill	June 18, 1900	900	34	1	27			
Springfield	Ill	Sept. 1, 1900	450	30	1	26			
Springfield	Ill	Oct. 1, 1900	500	30	1	23		165	212, 806
Springfield	Ill	Oct. 15, 1900	675	32	1	28	51		
Springfield	Ill	Jan. 2, 1901	621	31	1	24			
Springfield	Ill	Apr. 1, 1901	783	38	1	27			
Springfield	Ill	July 5, 1899	500	20	1	20			
Springfield	Ohio	June 11, 1900	650	25	1	22	119	158	288, 829
Springfield	Ohio	Aug. 15, 1900	600	24	1	22			
Springfield	Ohio	Jan. 2, 1901	1, 375	50	2	46			
Springfield	Nebr	June 1, 1901	625	42	1	27	1	2	4, 337
Springdale	Ark	Aug. 15, 1900	775	12	1	24	4	104	43, 463
Spring Green	Wis	May 14, 1900	985	75	2	54			
Spring Green	Wis	Mar. 1, 1901	585	40	1	28	13	141	88, 183
Springport	Mich	June 4, 1900	675	35	1	28			
Springport	Mich	Aug. 1, 1900	684	30	1	24	37	235	124, 583
Spring Valley	Minn	Nov. 1, 1900	1, 377	68	2	49	4	48	61, 608
Springville	Iowa	Mar. 15, 1900	775	21	1	20	2	162	55, 346
Stafford	N. Y.	Jan. 15, 1901	665	17	1	22	4		22, 556
Stamford	Conn	Mar. 15, 1901	1, 889	28	2	45	27	10	34, 284
Stanberry	Mo	June 1, 1901	513	30	1	22	2	5	3, 640
Stanley	N. Y.	Apr. 16, 1900	2, 750	40	2	48			
Stanley	N. Y.	Nov. 15, 1900	1, 385	35	2	51	69	272	212, 253
Stanley	N. Y.	Nov. 15, 1900	425	15	1	23			
Stanley	Wis	Feb. 1, 1901	675	88	1	24	4	40	14, 106
Starrsville	Ga	Oct. 10, 1898	800	40	1	22	50		38, 441
Steamboat Rock	Iowa	Dec. 4, 1899	510	22	1	21		38	30, 763
Stepney Depot	Conn	Dec. 15, 1901	1, 264	28	2	41	25	42	72, 585
Sterling	Ill	Sept. 1, 1900	2, 700	102	3	76	15	136	136, 384
Steuenville	Ohio	Oct. 2, 1899	960	45	2	44	38	32	101, 907
Stewartville	Minn	June 11, 1900	572	34	1	26		70	46, 624
Stewartville	N. J.	Nov. 1, 1900	618	18	1	23	46	38	22, 336
Stillwater	Minn	Oct. 23, 1899	1, 202	41	2	51			
Stillwater	Minn	Dec. 15, 1900	2, 080	83	3	63	21	252	172, 890
Stitzer	Wis	Dec. 1, 1900	450	30	1	25	9	39	24, 746
Stockham	Nebr	Nov. 15, 1900	600	45	1	26	2	83	14, 833
Stockham	Nebr	Sept. 18, 1899	800	40	1	23			
Stockton	Cal	Oct. 1, 1900	900	31	1	23	15	31	134, 501
Stockton	Cal	Mar. 15, 1901	800	28	1	24			
Stockton	Ill	Oct. 1, 1900	630	30	1	23	13	104	102, 613
Stockton Springs	Me	June 1, 1901	418	17	1	25	1	8	1, 583
Storm Lake	Iowa	Mar. 1, 1901	2, 146	137	4	104	2	138	71, 757
Stoutsville	Ohio	Nov. 1, 1900	785	20	1	22	9	88	21, 934
Stoughton	Wis	Dec. 1, 1900	819	32	1	22	5	24	27, 749

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Stratford	Conn.	Dec. 15, 1901	1,129	12	1	21	26	59	32,374
Stratham	N. H.	Dec. 15, 1900	612	17	1	20	10	18	27,610
Street	Md.	Apr. 1, 1901	1,100	52	2	41	35	18	13,172
Stuttgart	Ark.	Aug. 15, 1900	1,000	43	2	53	60	300	65,787
Sumfield	Conn.	Dec. 15, 1900	783	16	1	22	5	42	31,770
Sugargrove	Ill.	July 5, 1899	600	12	1	23	19	1	57,558
Summerville	Ga.	July 1, 1901	425	20	1	24	4	4	2,156
Sunbury	Ohio	Feb. 1, 1899	950	22	1	21	11	9	53,307
Sunderland	Mass.	Oct. 2, 1899	520	16	1	20	9	19	66,576
Sun Prairie	Wis.	Nov. 1, 1896	1,315	60	4	109	6	11	146,041
Sunset	Pa.	Apr. 1, 1901	725	28	2	43	28	1	8,766
Sutter	Ill.	do	500	30	1	20	7	1	4,452
Sutton	Nebr.	July 16, 1900	2,000	79	2	44	71	71	51,926
Suver	Oreg.	Aug. 15, 1900	500	40	1	24	11	1	23,812
Swanton	Vt.	Nov. 1, 1900	476	25	1	26	64	212	80,248
Swanton	Ohio	Oct. 15, 1900	1,106	18	1	24	10	56	42,130
Swartz Creek	Mich.	Feb. 15, 1901	918	32	1	25	17	129	51,461
Sweetwater	Tenn.	June 1, 1901	833	36	1	24	3	3	1,554
Sykesville ¹	Md.	Dec. 15, 1899	550	22	1	25	3	3	1,554
Syracuse	Ind.	Dec. 1, 1900	698	38	1	26	5	48	24,123
Tablegrove	Ill.	Oct. 15, 1900	630	35	1	23	8	137	31,577
Tama	Iowa	Nov. 1, 1900	575	35	1	26	3	36	54,639
Tamalco	Ill.	Jan. 15, 1901	1,425	78	2	51	3	34	19,694
Tamaroa	Ill.	Nov. 1, 1900	571	34	1	27	53	37	25,146
Taneytown ¹	Md.	Dec. 15, 1899	675	33	1	24	3	34	25,146
Tarkio	Mo.	Aug. 15, 1900	1,500	126	4	82	15	373	179,659
Tate Springs	Tenn.	Oct. 1, 1900	1,000	19	2	39	60	19	53,102
Taylor	Wis.	Dec. 1, 1900	572	33	1	25	21	21	13,816
Taylorstown	Pa.	May 1, 1900	1,700	60	2	43	29	65	49,979
Tazewell	Tenn.	Apr. 2, 1900	1,625	33	2	44	57	16	29,988
Tecumseh	Kans.	May 1, 1901	1,000	38	2	53	1	127	179,974
Tecumseh	Nebr.	July 5, 1899	800	20	1	26	27	127	125,972
Tekamah	Nebr.	Nov. 7, 1896	700	32	4	80	1	1	125,972
Tekamah	Nebr.	Sept. 11, 1900	900	27	1	28	12	228	230,479
Tekamah	Nebr.	Oct. 15, 1900	650	33	1	24	12	228	230,479
Tekonsha	Mich.	Apr. 2, 1900	575	31	1	21	25	183	161,468
Telford	Pa.	June 1, 1901	1,765	64	2	53	25	183	161,468
Telford	Pa.	June 1, 1901	496	7	1	20	1	1	2,179
Telford	Tenn.	Dec. 1, 1900	1,035	35	2	50	45	51	40,165
Tempe	Ariz.	Nov. 24, 1896	900	40	2	60	12	51	180,338
Terre Haute	Ind.	Dec. 4, 1899	821	29	1	28	110	88	111,560
Terre Haute	Ind.	Sept. 15, 1900	720	35	1	28	39	59	72,496
Theresa	N. Y.	Oct. 1, 1900	1,435	50	2	48	26	95	97,112
Thibodaux	La.	Nov. 1, 1896	800	12	2	26	6	53	97,112
Thomaston	Me.	May 1, 1901	630	18	1	18	26	26	6,293
Thornston	Ind.	May 1, 1900	675	31	1	21	30	202	136,647
Thornston	Ind.	Oct. 1, 1900	823	36	1	29	80	202	136,647
Thornville	Ohio	May 1, 1900	1,300	46	2	44	15	196	149,138
Thornville	Ohio	Oct. 15, 1900	1,096	54	2	42	1,451	25	421,024
Thurmond	W. Va.	Sept. 15, 1900	3,146	60	3	42	4	76	27,567
Thurston	Ohio	Nov. 1, 1900	750	20	1	29	8	24	18,733
Tilton	N. H.	Apr. 1, 1901	661	15	1	22	4	24	18,733
Tilton	N. H.	Apr. 1, 1901	711	18	1	22	8	24	18,733
Tipton	Ind.	Sept. 5, 1899	1,280	20	1	24	25	25	60,777
Tipton	Mich.	May 2, 1898	1,650	40	2	39	10	85	128,987
Tipton	Iowa	May 15, 1901	1,932	116	3	83	4	9	18,279
Tippencanoe City	Ohio	July 5, 1899	500	25	1	20	12	80	64,736
Titusville	Pa.	Oct. 1, 1900	1,996	72	4	90	68	225	129,753
Titusville	Pa.	Feb. 1, 1901	1,996	72	4	90	68	225	129,753
Tiverton	R. I.	Oct. 15, 1899	1,650	34	2	42	45	10	92,715
Tiverton	R. I.	June 4, 1900	1,000	28	1	24	45	10	92,715
Toledo	Ohio	Nov. 1, 1900	1,090	16	1	25	104	158	167,214
Toledo	Ohio	Aug. 1, 1900	850	17	1	24	104	158	167,214
Toledo	Iowa	Feb. 1, 1901	1,421	58	2	52	10	183	48,535
Tolono	Ill.	Oct. 16, 1899	700	24	1	25	5	43	51,080

¹See Westminster, Carroll County, Md.

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Tomah	Wis.	Sept. 5, 1899	700	80	1	22	7	151	134, 108
		Aug. 15, 1900	1,600	100	3	73			
Tonganoxie	Kans.	Mar. 15, 1900	700	29	1	27	14	27	88, 102
		Feb. 15, 1901	1,525	79	3	76			
Tonti	Ill.	Apr. 16, 1900	500	27	1	20	6	28	55, 753
Topeka	Ind.	Oct. 9, 1899	600	30	1	24			
Topeka	Kans.	July 5, 1899	778	18	1	20	30	442	51, 158
		Sept. 5, 1899	1,200	18	1	28			
Station B	Kans.	July 16, 1900	1,800	50	1	26	30	442	348, 694
		July 23, 1900	702	42	1	24			
		Nov. 1, 1900	1,350	55	2	54	11	156	85, 413
Toulon	Ill.	Jan. 2, 1901	1,010	66	2	47			
Towanda	Pa.	May 1, 1901	3,478	98	6	188	28	62	53, 803
Towerhill	Ill.	Apr. 1, 1901	478	35	1	23			
Townsend	Del.	Aug. 15, 1900	1,525	134	3	80	73	17	65, 022
Tracy	Minn.	Jan. 15, 1901	598	47	1	25			
Trenton	Ill.	Nov. 1, 1900	2,420	92	3	74	14	108	41, 800
Trenton	Mo.	Jan. 2, 1901	1,830	94	3	73			
Trilla	Ill.	June 18, 1900	900	32	1	23	14	252	49, 124
Trivoli	Ill.	June 4, 1900	680	33	1	25			
Truman	Minn.	Dec. 15, 1900	648	35	1	25	4	145	52, 714
Truro	Iowa	Mar. 1, 1901	530	37	1	26			
Tunbridge	Vt.	Nov. 1, 1900	967	34	2	41	3	27	18, 769
Turner	Oreg.	Oct. 16, 1897	995	72	3	81			
Turners Falls	Mass.	Aug. 1, 1900	420	18	1	21	18	155	42, 188
Tyler	Tex.	Oct. 1, 1900	1,895	116	3	74			
Union	Iowa	Apr. 16, 1900	500	33	1	23	8	139	78, 594
Union Bridge ¹	Md.	Dec. 15, 1899							
		July 23, 1900							
Union City	Ind.	Apr. 2, 1900	1,600	59	2	44	39	798	230, 395
		Nov. 1, 1900	2,035	64	2	50			
Union City	Mich.	Apr. 16, 1900	1,805	56	2	52	15	110	128, 840
Union City	Tenn.	do	3,400	140	5	110			
Union City	Pa.	Mar. 15, 1901	569	36	1	24	19	31	8, 441
Upland	Ind.	Oct. 15, 1900	792	46	1	25			
Upperco	Md.	May 15, 1901	850	38	1	24	10	52	78, 813
Upper Sandusky	Ohio.	Apr. 16, 1900	1,375	49	2	45			
Upperville	Va.	Dec. 16, 1898	300	30	1	20	2	35	4, 158
		Jan. 1, 1899	975	40	2	42			
Urbana	Ohio.	Oct. 1, 1900	670	16	1	27	122	173	252, 823
		Dec. 1, 1900	860	20	1	22			
Uvilla	W. Va.	Oct. 1, 1898	240	14	1	20	5	48	10, 064
Valley Falls	Kans.	Sept. 18, 1899	700	27	1	25			
Vallonia	Ind.	Nov. 1, 1900	1,098	50	1	26	12	74	19, 558
Valparaiso	Ind.	Oct. 1, 1900	621	40	1	26			
Vandalia	Mo.	Feb. 1, 1901	607	34	1	26	3	13	18, 334
Vandalia	Ill.	do	1,905	126	3	78			
Vanmeter	Iowa	Mar. 1, 1901	750	37	1	30	2	32	22, 283
Vanwert	Ohio.	July 2, 1900	1,300	18	1	25			
Valley Junction	Iowa	Nov. 15, 1900	665	51	1	30	18	56	63, 788
Valley Mills	Ind.	June 1, 1901	525	25	1	20			
Varna	Ill.	Nov. 1, 1900	680	38	1	26	5	5	2, 026
Vassar	Mich.	June 4, 1900	1,800	70	2	52			
		Nov. 1, 1900	972	42	1	27	17	315	162, 433
Veedersburg	Ind.	Oct. 1, 1900	787	36	1	24			
Venetia	Pa.	Oct. 15, 1900	2,084	84	4	69	216	42	104, 248
Ventura	Cal.	Nov. 1, 1900	850	84	1	23			
Venus	Tex.	Sept. 15, 1900	1,160	66	2	149	16	98	87, 766
Vermillion	S. Dak.	June 4, 1900	1,495	64	2	52			
		Sept. 15, 1900	607	35	1	30	16	343	148, 196
Vergennes	Vt.	Sept. 15, 1899	800	16	1	23			
Vermont	Ill.	Oct. 15, 1900	630	45	1	25	14	196	89, 695
Vermontville	Mich.	Aug. 1, 1900	780	38	1	26			
Vernon	Mich.	June 4, 1900	725	35	1	25	4	111	55, 481
Vernon	N. Y.	Oct. 15, 1900	658	18	1	22			
Vernon Center	Minn.	Aug. 1, 1900	928	58	2	46	38	49	104, 582
Vernon Center	N. Y.	June 1, 1901	495	14	1	20			
Verona	Wis.	Nov. 1, 1900	585	28	1	22	2	85	72, 805
							1	1	2, 880
									16, 889

¹See Westminster, Carroll County, Md.

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.		
Versailles	Ill.	Nov. 1, 1900	1,170	71	2	46	13	170	57,071		
Victor	Iowa	Nov. 15, 1900	525	37	1	23	3	34	26,893		
Victor	N. Y.	Dec. 1, 1900	495	23	1	24	10	76	26,445		
Victoria	Ill.	June 1, 1898	925	12	2	44	3	96	123,609		
Vienna	Ga.	Jan. 2, 1901	975	44	2	51	40	268	37,072		
Vineland	N. J.	Dec. 1, 1900	3,252	43	4	87	46	73	134,015		
Vinton	Iowa	Jan. 2, 1901									
Viola	Wis.	Nov. 1, 1900	1,585	93	3	76	4	181	109,394		
Viola	Wis.	Oct. 1, 1900	765	36	1	26	3	40	17,744		
Virden	Ill.	Sept. 1, 1900	450	28	1	20	16	104	182,264		
Viroqua	Wis.	Feb. 1, 1901	500	28	1	22					
Volant	Pa.	Aug. 1, 1899	1,900	68	3	63	6	101	108,117		
Volant	Pa.	Nov. 1, 1900	800	22	1	27	51	49	33,243		
Wabash	Ind.	Apr. 2, 1900	925	32	1	25	11	109	194,110		
Wabash	Ind.	Oct. 15, 1900	1,575	87	2	51					
Wahpeton	N. Dak.	Oct. 3, 1898	450	98	2	50	1	21	20,762		
Wakarusa	Kans.	Nov. 1, 1900	500	30	1	26	3	36	30,364		
Wakefield	Mass.	July 2, 1900	506	17	1	17	27	36	40,128		
Wakonda	S. Dak.	Aug. 15, 1900	756	33	1	28	6	100	39,596		
Wallingford	Pa.	July 10, 1899	1,500	8	1	18	17	11	42,907		
Wallingford	Vt.	Mar. 20, 1899	350	20	1	25	52				
Wallingford	Conn.	Aug. 15, 1900	1,647	30	2	47	41	36	101,354		
Wall Lake	Iowa	Oct. 15, 1900	701	46	1	25	5	69	43,848		
Walnutgrove	Minn.	do	468	41	1	23	6	68	22,278		
Walton	N. Y.	Apr. 15, 1901	1,112	40	2	48	22	21	26,983		
Walworth	N. Y.	Nov. 1, 1900	1,098	40	2	48	5	119	58,027		
Wapakoneta	Ohio.	Mar. 1, 1901	720	48	1	24	5	35	10,137		
Wapello	Iowa	Mar. 15, 1900	700	30	1	22	2	79	57,971		
Wapello	Iowa	June 1, 1901	1,515	78	3	76					
Warren	Ohio.	Sept. 15, 1900	1,050	51	2	49	102	43	91,373		
Warrenton	Va.	May 1, 1900	1,000	76	2	42	17	16	56,726		
Warrenton	Mo.	Feb. 15, 1901	463	35	1	25	4	54	13,523		
Warrensburg	Ohio.	April 16, 1900	875	19	1	18	36	501	64,679		
Warsaw	Ind.	July 10, 1899	1,200	36	2	48	53				
Warsaw	Ind.	Oct. 1, 1900	891	42	1	30					
Warsaw	N. Y.	Sept. 15, 1900	1,489	71	2	54	39	181	95,298		
Warsaw	Ill.	Apr. 1, 1901	2,103	53	3	66					
Warsaw	Ill.	Oct. 16, 1899	1,215	60	2	48	5	51	19,163		
Waseca	Minn.	Apr. 2, 1900	632	23	1	26	5	51	80,340		
Waseca	Minn.	May 15, 1901	608	21	1	23					
Washington	Pa.	Oct. 3, 1898	738	36	1	22	441	208	520,938		
Washington	Pa.	Nov. 1, 1898	11,000	200	8	20					
Washington	Kans.	Apr. 1, 1901	1,500	25	1	30	5	68	35,678		
Washington	Iowa	Oct. 1, 1900	540	50	1	28					
Washington	Iowa	June 1, 1901	1,860	115	3	80	1	26	16,478		
Waterloo	Iowa	Dec. 4, 1899	504	26	1	24	5	25	102,519		
Waterloo	Ill.	Apr. 15, 1901	2,888	148	5	121	8	17	19,663		
Waterloo	Ill.	Nov. 1, 1900	1,575	66	2	50					
Waterloo	S. C.	Mar. 15, 1900	700	42	1	26	1	7	80,911		
Waterloo	N. Y.	Mar. 15, 1901	1,442	54	3	69	6				
Waterbury	Conn.	Dec. 15, 1900	684	15	1	20	30	57	20,009		
Waterford	Ohio.	Mar. 15, 1901	1,460	47	2	50	22	33	20,570		
Waterman	Ill.	July 6, 1900	500	28	1	24	8	65	66,001		
Watertown	N. Y.	May 2, 1898	1,680	78	4	80	47	43	270,374		
Watertown	N. Y.	Oct. 1, 1900	675	25	1	34					
Watertown	Wis.	Aug. 1, 1900	800	40	1	27	26	34	78,800		
Watertown	Wis.	Nov. 15, 1900	763	36	1	27					
Waterville	N. Y.	Apr. 2, 1900	600	20	1	20	4	31	42,304		
Waterville	Kans.	Oct. 15, 1900	510	36	1	27	17	19	51,084		
Waterville	Ohio.	Aug. 1, 1900	885	15	1	24	15	102	64,732		
Watkinsville	Ga.	June 4, 1900	788	40	1	28	38	140	83,628		
Watsonville	Cal.	June 11, 1900	1,500	45	1	26	2	34	72,447		
Waupaca	Wis.	Dec. 15, 1900	580	35	1	29	24	29	30,841		
Waukesha	Wis.	Mar. 1, 1900	590	42	1	26	6	60	106,901		
Waukegan	Wis.	Aug. 1, 1900	800	36	1	21					
Waupun	Wis.	Nov. 15, 1900	720	32	1	26	3	60	96,533		
Waupun	Wis.	Oct. 24, 1898	1,600	44	2	49					
Wauson	Ohio.	Feb. 1, 1900	875	38	1	24	20	155	177,579		
Wausau	Wis.	Dec. 1, 1900	765	35	1	27	6	10	57,428		
Waveland	Ind.	Dec. 1, 1900	765	35	1	27	6	29	18,960		

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected during the fiscal year 1900-1901.—Continued.

Office.	State.	When estab- lished.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Waverly.....	Iowa...	Sept. 15, 1900	2,002	93	2	55	21	247	69,765
Waverly.....	Ill.	July 16, 1900	540	41	1	28	1	41	44,520
Webster.....	N. Y.	(May 1, 1900	2,270	44	2	43	20	174	172,809
Webster City.....	Iowa...	Sept. 19, 1898	1,775	125	5	125	109	117	336,005
Weiser.....	Idaho...	Jan. 15, 1901	500	25	1	23	3	10	21,335
Weldon.....	Ill.	Aug. 15, 1900	585	38	1	24	3	112	47,298
Welga.....	Ill.	Sept. 1, 1900	540	30	1	23	25	84	84,609
Wellesley.....	Mass.	June 4, 1900	767	15	1	19	15	81	111,370
Wellesley Hill.....	Mass.	Nov. 1, 1900	1,460	12	2	38	51	30	58,461
Wells.....	Minn.	Dec. 1, 1900	729	50	1	27	3	29	30,098
Wellsburg.....	W. Va.	(June 1, 1899	1,500	45	3	66	65	132	139,396
Wellsburg.....	W. Va.	May 1, 1901	500	20	1	25			
Wellsville.....	Kans.	Nov. 1, 1900	550	41	1	27	4	125	45,947
Wellsville.....	Kans.	May 1, 1901	560	41	1	27			
Wenona.....	Ill.	Nov. 1, 1900	520	33	1	25	5	63	30,664
West Albany.....	N. Y.	Apr. 1, 1901	844	23	1	21	8	19	6,270
West Alexander.....	Pa.	Mar. 15, 1900	3,000	115	14	85	241	90	147,313
West Bay City.....	Mich.	Feb. 3, 1901	1,485	68	2	45	59	32	43,557
West Bend.....	Wis.	June 18, 1900	550	25	1	19			
West Bend.....	Wis.	Apr. 1, 1901	800	30	1	27	24	156	73,380
West Bend.....	Wis.	May 1, 1901	700	35	1	30			
West Branch.....	Iowa...	July 5, 1899	1,010	86	2	47	4	119	159,435
West Brownsville.....	Pa.	Apr. 1, 1901	1,500	24	2	41	15	35	16,557
Westboro.....	Mass.	Sept. 1, 1900	764	18	1	23	6	59	35,646
Westby.....	Wis.	Aug. 15, 1900	1,620	67	2	50	12	98	777,526
Westchester.....	Pa.	Jan. 2, 1899	550	60	6	120	112	71	865,266
Westerville.....	Ohio...	(July 2, 1900	1,200	36	2	43	18	183	145,268
Westerville.....	Ohio...	Apr. 1, 1901	1,240	42	2	47			
Westfield.....	N. Y.	Oct. 15, 1900	2,078	59	3	74	43	270	106,336
Westfield.....	Ind.	Apr. 15, 1901	1,000	42	1	28	2	31	15,567
West Finley.....	Pa.	Jan. 15, 1901	1,465	36	3	64	87	7	29,733
West Hartford.....	Conn.	Apr. 16, 1900	1,000	15	1	20	29		69,094
West Henrietta.....	N. Y.	Aug. 15, 1900	600	32	1	25	1	28	36,448
West Liberty.....	Iowa...	do	1,138	58	2	48	6	131	133,647
West Lebanon.....	N. H.	Sept. 1, 1900	504	22	1	25	13	53	37,576
West Liberty.....	Ohio...	Mar. 1, 1901	1,025	28	1	25	1	41	16,134
West Middletown.....	Pa.	Feb. 1, 1901	1,580	62	4	89	35	30	42,417
Westminster.....	Md.	Dec. 15, 1900	38,000	457	49	1,100	3,333	1,679	8,099,604
West Newton.....	Pa.	July 10, 1899	510	18	1	19	70	28	49,276
Westport.....	Conn.	(Dec. 15, 1900	1,511	38	2	46	82	85	75,518
Westport.....	Conn.	Feb. 1, 1901	1,048	8	1	23			
Weston.....	Tex.	Mar. 15, 1900	1,093	34	1	24		22	76,932
Weston.....	Ohio...	July 2, 1900	1,496	31	2	44	5	154	177,159
West Peabody.....	Mass.	Aug. 28, 1899	750	10	1	16	40		31,633
West Rutland.....	Vt.	Sept. 18, 1899	700	18	1	20	34	26	45,686
West Salisbury.....	Vt.	Aug. 15, 1900	522	20	1	22	15	57	29,064
West Salem.....	Wis.	(Aug. 1, 1899	950	54	2	48		38	89,472
West Salem.....	Wis.	Aug. 15, 1900	700	31	1	22			
West Seneca.....	N. Y.	Nov. 1, 1898	850	17	1	17	30	70	59,576
Westside.....	Cal.	Mar. 17, 1898	1,775	57	8	78	25	42	198,005
West Terre Haute.....	Ind.	Sept. 15, 1900	775	36	1	22	5	86	46,163
West Toledo.....	Ohio...	Nov. 15, 1900	1,125	19	1	24		2	27,012
West Troy.....	N. Y.	Apr. 1, 1901	905	18	1	25	24	4	5,004
West Unity.....	Ohio...	Aug. 1, 1900	1,005	16	1	26		28	46,037
Westville.....	Conn.	Apr. 16, 1900	1,000	16	1	20	12	25	58,239
Weyauwega.....	Wis.	Nov. 1, 1900	630	32	1	22	12	132	36,422
Wheeling.....	Mo.	May 1, 1901	675	33	1	26	6	16	8,574
Whiteford.....	Md.	May 1, 1900	400	21	1	18	30		82,245
Whiteplains.....	N. Y.	Apr. 16, 1900	900	12	1	19	8	1	58,584
Whites Creek.....	Tenn.	Dec. 15, 1900	575	25	1	20	132	32	86,528
Whitewater.....	Wis.	Mar. 15, 1900	700	28	1	24	3	44	67,077
Whiting.....	Kans.	Nov. 15, 1900	560	41	1	23	1	74	31,006
Wichita.....	Kans.	Oct. 1, 1900	1,325	73	2	58	8	48	78,291
Williamantic.....	Conn.	Apr. 16, 1900	600	20	1	23	40	8	39,407
Williamsburg.....	Iowa...	Dec. 1, 1900	505	35	1	25	4	29	36,570
Williamsport.....	Ind.	Nov. 1, 1900	815	48	1	30	44	74	52,548

TABLE D—Continued.

Showing a list of offices which have rural free-delivery routes; population served; pieces of mail delivered and collected, etc.—Continued.

Office.	State.	When established.	Population served.	Area, square miles.	Number of carriers.	Length of routes.	Letters registered en route.	Applications for money orders.	Pieces of mail delivered and collected during the fiscal year 1900-1901.
Willmar	Minn.	June 4, 1900	900	50	1	29	1	27	49,160
Williamston	Mich.	Aug. 15, 1900	2,430	100	3	73	12	317	117,170
Wilmington	N. C.	July 16, 1900	530	18	1	25	2	5	28,239
Wilton	Wis.	Aug. 15, 1900	1,000	61	2	49	13	105	46,144
Wilton	Conn.	Apr. 15, 1901	787	12	1	29	17	8	9,601
Wilton	N. H.	Dec. 1, 1900	1,345	33	2	40	36	76	57,044
		Mar. 1, 1901	540	18	1	20			
Winchester	Ind.	Mar. 15, 1900	725	38	1	25			
		May 1, 1900	2,675	180	4	103	28	318	354,034
Winchester	Kans.	Dec. 1, 1900	525	40	1	26	2	36	32,621
Windom	Minn.	Aug. 15, 1900	1,071	68	2	51	17	117	116,061
Winfield	Iowa	Mar. 15, 1900	594	30	1	24	4	24	80,291
Wingate	Ind.	Sept. 15, 1899	628	23	1	28	4	43	83,194
Winnebago City	Minn.	Aug. 15, 1900	1,089	30	2	55	3	83	85,113
Winterport	Me.	Feb. 15, 1901	613	19	1	21	16	48	13,973
Winterset	Iowa	Oct. 15, 1900	2,185	98	3	71	12	144	145,132
Wheatland	Wyo.	Oct. 15, 1900	390	48	1	28		26	16,203
Whitebear Lake	Minn.	Sept. 15, 1900	500	19	1	22		17	34,680
Whitburn	Mass.	Oct. 23, 1899	600	10	1	20	41	14	49,918
Woodbine ¹	Md.	Feb. 12, 1900					116	2	46,645
Woodlawn	Ill.	Nov. 15, 1900	1,170	61	2	49	35	55	24,906
Woodstock	Ill.	July 2, 1900	1,000	33	1	26	2	52	61,878
Woodstock	Minn.	Sept. 1, 1900	459	38	1	27	2	20	27,356
Woodsville	N. H.	Mar. 15, 1901	534	19	1	22	10	5	19,205
Woolstock	Iowa	Feb. 15, 1901	637	48	1	26	4	33	18,163
Wooster	Ohio	Apr. 3, 1899	1,050	43	2	47	19	96	150,347
Worthington	Minn.	Dec. 1, 1900	477	42	1	25	3	24	18,812
Worthington	Ohio	Jan. 2, 1901	925	20	1	20	7	4	10,555
Wrenco	Tenn.	May 14, 1900	600	28	1	21	15		34,816
Wymore	Nebr.	Nov. 1, 1900	875	44	1	31	2	28	46,359
Wyocena	Wis.	Oct. 1, 1900	558	28	1	24	2	66	87,952
Xenia	Ohio	Oct. 17, 1898	800	23	1	22	15	98	116,253
Yosakum	Tex.	June 1, 1901	1,040	79	2	49		3	1,263
		Oct. 1, 1900	725	35	1	25			
York	Nebr.	Apr. 15, 1901	1,575	92	2	54	11	97	63,453
York Road ¹	Md.	Dec. 15, 1899							
Yorktown	Tex.	June 1, 1901	1,025	37	2	54			2,062
Yorktown	Ind.	Nov. 1, 1900	1,233	34	1	29	8	36	45,981
Yorkville	Ill.	Oct. 1, 1900	1,600	92	3	74	6	36	85,315
Ypsilanti	Mich.	Oct. 23, 1899	2,200	68	3	69	37	267	204,177
Youngstown	Ohio	Oct. 15, 1900	750	24	1	22	9	43	26,966
		Jan. 2, 1899	2,050	30	3	70			
Zanesville	Ohio	June 4, 1900	500	22	1	25	26	284	182,175
		Dec. 15, 1901	600	22	1	24			
			500	20	1	24			
Zearing	Iowa	Feb. 1, 1901	1,070	65	2	46	5	48	49,222
Zionsville	Ind.	Oct. 1, 1900	1,672	69	2	49	62	154	88,766
Zumbrota	Minn.	Jan. 2, 1901	2,516	168	5	120	8	171	101,264
Zwingle	Iowa	May 14, 1900	650	37	1	21	12	37	46,369
416 routes established		July 1, 1901	274,560	12,648	416	19,687			
Total			2,840,644	116,960	4,301	100,299	49,889	175,744	151,259,160

¹ See Westminster Carroll County, Md.

TABLE E.

Twenty-six original rural free-delivery offices at which no additional routes have been established—Statement of number of pieces of mail delivered and collected during the fiscal years ending June 30, 1900, and June 30, 1901.

Name of office.	State.	Established.	1900.		1901.		Percent of gain.		Percent of loss.	
			Deliv- ered.	Col- lected.	Deliv- ered.	Col- lected.	Deliv- ered.	Col- lected.	Deliv- ered.	Col- lected.
Charlestown	W. Va.	Oct. 1, 1896	67,841	11,457	77,483	14,213	11½	24		
Halltown	W. Va.	do	16,813	2,284	17,939	2,548	7	11½		
Uvilla	W. Va.	do	8,626	272	8,939	1,125	4	313		
Cairo	Mo.	Oct. 15, 1896	45,090	4,960	54,498	7,898	21	49		
Collinsville	Ohio	do	32,394	4,802	32,883	5,811	1½	21		
Darttown	Ohio	do			19,521	1,806				
Discontinued Apr. 14, 1901; transferred to—			21,882	2,521	36,537	3,824	67½	51½		
Oxford	Ohio	Apr. 15, 1901			17,016	2,219				
Elba	N. Y.	Oct. 15, 1896	169,228	9,594	141,975	12,186	30	25½		
Somerville	Ohio	do	27,772	2,272	32,794	3,049	18	34		
Clarksville	Ark.	Oct. 19, 1896	34,606	2,803	37,115	3,542	7½	26½		
Palmyra	Va.	Oct. 22, 1896	22,386	9,503	25,588	9,206	14½			
China Grove	N. C.	Oct. 23, 1896	18,390	2,072	19,601	3,445	61	66½		
Bonner Springs	Kans.	Oct. 26, 1896	73,226	8,468	83,427	9,936	14	17½		
Thibodaux	La.	Nov. 1, 1896	57,694	21,221	74,406	22,706	29	7		
Tecumseh	Nebr.	Nov. 7, 1896	86,821	7,236	116,653	9,319	35½	29		
Loveland	Colo.	Nov. 10, 1896	87,946	8,890	105,301	9,611	20	12		
Morning Sun	Iowa	do	150,641	10,228	160,871	20,744	7	14		
Sun Prairie	Wis.	Nov. 16, 1896	110,784	11,519	131,869	14,152	20	23		
Naples	Me.	Nov. 23, 1896	29,983	8,775	46,766	14,726	56	68		
Orange	Mass.	do	38,027	7,924	42,271	9,431	11½	19		
Sebago Lake	Me.	do	22,922	6,017	36,981	8,716	61½	45		
New Stanton	Pa.	Nov. 24, 1896	24,227	5,158	29,860	7,249	23½	40½		
Tempe	Ariz.	do	94,504	13,816	110,739	19,599	17	42		
Climax	Mich.	Dec. 3, 1896	57,718	7,550	85,435	11,463	48	51½		
Auburn	Ill.	Dec. 10, 1896	80,110	11,208	116,090	16,068	44½	43½		
Grand Isle	Vt.	Dec. 21, 1896	72,484	8,820	96,785	11,337	33½	28½		
Campbell	Cal.	Feb. 1, 1897	166,359	58,659	195,411	54,226	17½	1		
Total			1,607,972	250,719	1,928,237	305,578				

Increase deliveries, 291,213; per cent, 20½. Increase collections, 54,292; per cent, 27½.

TABLE F.

Carroll County, Md.

Office.	Established.	January 1, 1900, to July 1, 1900.		January 1, 1901, to July 1, 1901.		Percent of gain.		Percent of loss.	
		Deliv- ered.	Col- lected.	Deliv- ered.	Col- lected.	Deliv- ered.	Col- lected.	Deliv- ered.	Col- lected.
Hampstead	Dec. 15, 1899	14,297	2,333	56,650	10,134	296½	334½		
Lineboro	Aug. 1, 1900								
Middleburg	Dec. 15, 1899	9,473	1,139	26,399	1,886	178½	66½		
Morgan	do	9,377	2,929	13,457	5,373	43½	88½		
Mount Airy	do	49,656	13,774	108,724	32,396	111½	13½		
Sykesville	do	60,263	21,657	71,580	15,144	18½			30½
Taneytown	do	57,875	17,685	65,169	17,305	12½			2½
Union Bridge	do	9,841	2,271	22,574	7,086	128½	212½		
Westminster	Oct. 15, 1896	548,440	150,264	774,567	207,946	41½	38½		
Woodbine	Feb. 12, 1900	9,822	2,072	19,143	4,863	96	134½		
Yorkroad	Dec. 15, 1896	11,271	4,116	20,162	5,869	78½	42½		
Total		780,315	218,240	1,178,425	306,006				

Increase deliveries, 393,110; per cent, 50½. Increase collections, 89,766; per cent, 41.

TABLE G.

Fifty rural free-delivery offices at which no additional routes have been established during 1900 and 1901. Statement of number of pieces of mail delivered and collected during the years ending June 30, 1900, and June 30, 1901.

Name of office.	State.	When estab- lished.	1900.		1901.		Per cent of gain.		Per cent of loss.	
			Deliv- ered.	Col- lected.	Deliv- ered.	Col- lected.	Delivered.	Collected.	Delivered.	Collected.
Halltown	W. Va	Oct. 1, 1896	16,813	2,284	17,939	2,548	64	114		
Cairo	Ill	Oct. 15, 1896	45,090	4,960	54,498	7,398	24	491		
Auburn	Ill	Dec. 10, 1896	80,110	11,208	116,090	16,068	44	434		
Selma	Ind.	Nov. 8, 1897	115,929	13,240	145,600	16,040	25	21		
Eaton	Ind.	do	38,407	4,914	59,645	6,022	55	22		
Highland	N. Y.	May 2, 1898	136,503	31,292	191,057	37,149	40	18		
Cupertino	Cal	Mar. 17, 1898	182,469	44,552	152,681	45,324	15	2		
Rogersville	Tenn.	Apr. 1, 1898	59,124	7,611	73,152	11,274	23	48		
Baldwinsville	N. Y.	July 5, 1898	152,448	13,329	202,487	16,988	33	27		
Los Gatos	Cal	Sept. 20, 1898	76,095	14,594	94,956	18,561	23	27		
Webster City	Iowa	Sept. 19, 1898	239,596	24,635	304,081	31,924	27	29		
Deerfield	Mass.	Sept. 1, 1898	24,866	3,992	40,312	7,007	62	76		
Barker	N. Y.	Oct. 3, 1898	27,793	4,425	35,198	5,793	26	4		
Bowling Green	Ohio	do	98,690	12,203	131,662	14,519	33	19		
Princeville	Ill	do	53,018	4,555	62,558	5,493	18	2		
St. Thomas	N. Dak.	Oct. 10, 1898	16,922	2,212	38,870	2,607	130	18		
Starrsville	Ga.	do	30,245	3,581	34,248	4,193	13	17		
Benton Harbor	Mich.	Oct. 15, 1898	176,520	21,644	189,701	26,194	7	21		
Pittsfield	N. H.	Oct. 20, 1898	68,485	15,412	83,324	15,719	22	2		
Chatham	N. J.	Nov. 1, 1898	23,695	10,170	29,700	12,536	25	23		
West Seneca	N. Y.	do	28,915	4,095	50,098	9,478	73	13		
Magnolia	Ill	Dec. 1, 1898	59,118	5,848	66,314	6,168	12	6		
Sidney	Ohio	Jan. 1, 1899	127,918	18,867	139,020	19,267	8	2		
Havre de Grace	Md.	Feb. 1, 1899	25,908	4,116	43,987	6,945	62	69		
Easton	Md.	Feb. 15, 1899	54,561	14,421	76,005	16,590	39	15		
Orangeburg	S. C.	Mar. 1, 1899	18,800	2,292	22,668	2,394	20	4		
Napa	Cal	Apr. 3, 1899	61,699	10,552	75,882	11,792	23	12		
Orion	Ill	do	41,444	6,247	60,302	6,641	45	6		
Abbeville	S. C.	May 1, 1899	29,516	3,030	31,579	3,571	7	18		
Ada	Ohio	do	116,643	17,172	142,553	17,214	22	4		
Port Clinton	Ohio	do	51,462	5,967	77,684	10,874	51	83		
Shreve	Ohio	do	75,915	13,306	99,786	15,469	31	16		
Aiken	S. C.	May 15, 1899	18,024	2,986	25,160	3,588	39	20		
Benson	Nebr.	June 1, 1899	46,361	4,490	69,259	5,113	49	14		
Slighs	S. C.	May 1, 1899	24,875	4,322	33,061	5,074	33	15		
Dayton	S. C.	do	16,425	4,062	20,575	4,756	25	17		
Johnston	S. C.	do	31,581	3,197	41,879	3,926	32	23		
Lakeview	N. Y.	do	50,779	6,968	77,421	22,822	52	22		
Prairie Depot	N. Y.	do	65,553	9,719	101,613	15,007	55	54		
Saluda	S. C.	do	14,574	1,281	25,210	2,258	73	76		
Pomona	Cal	July 5, 1899	71,032	6,965	84,320	9,267	19	34		
Sugar Grove	Ill	do	42,656	4,254	51,971	5,587	22	3		
Indianapolis	Iowa	do	30,445	2,851	47,004	3,381	54	18		
West Branch	Iowa	do	99,428	14,567	124,927	17,254	26	18		
Tecumseh	Kans.	do	66,676	7,669	71,561	8,413	7	10		
Eckford	Mich.	do	81,187	12,102	125,107	13,520	54	11		
West Newton	Pa.	July 10, 1899	33,127	5,612	43,110	23,138	68	68		
Beloit	Ohio	July 15, 1899	71,022	13,070	96,784	17,045	36	30		
Madison	Conn.	do	72,178	10,614	50,902	13,335	18	25		
Total			3,110,640	471,495	4,033,501	603,244				

Increase deliveries, per cent, 29; 922,861. Increase collections, per cent, 28; 131,749.

TABLE H.

Showing gross receipts for six months ending June 30, 1899-1901, of thirty-five towns having rural free-delivery.

State.	Town.	County.	1899.	1900.	1901.
Arkansas	Clarksville	Johnson	\$1,213.98	\$1,237.46	\$1,361.18
Illinois	Auburn	Sangamon	1,146.51	1,602.70	1,493.11
	Magnolia	Putnam	266.46	203.44	326.98
Iowa	Morning Sun	Louisia	1,190.46	1,186.06	1,318.88
	New Providence	Hardin	493.44	531.78	629.30
Kansas	Bonner Springs	Wyandotte	555.87	543.16	599.29
Kentucky	Allensville	Todd	423.67	489.60	475.77
	Bradfordville	Marion	186.25	221.81	221.04
Michigan	Climax	Kalamazoo	488.13	579.99	667.90

TABLE H—Continued.

Showing gross receipts for six months ending June 30, 1899-1901, of thirty-five towns having rural free delivery—Continued.

State.	Town.	County.	1899.	1900.	1901.
Minnesota	Farmington	Dakota	\$1,061.44	\$1,087.60	\$1,129.23
Missouri	Cairo	Randolph	260.27	261.12	343.63
Nebraska	Elk City	Douglas	102.21	134.24	140.40
	Tecumseh	Johnson	2,394.57	2,764.97	2,703.75
New Hampshire	Pittsford	Merrimack	1,596.84	1,768.55	1,899.75
New York	Baldwinsville	Onondaga	3,518.88	3,385.65	3,809.40
	Elba	Genesee	525.15	499.19	684.43
	Rhinebeck	Dutchess	2,089.58	2,129.60	2,282.42
	Philadelphia	Jefferson	1,064.44	1,150.66	1,166.75
Ohio	Ada	Hardin	3,006.16	4,084.18	4,143.85
	Archbold	Fulton	894.28	1,079.84	1,378.76
	Bowling Green	Wood	4,259.77	4,840.47	5,469.56
	Chardon	Geauga	1,771.37	1,815.26	1,849.56
	Poland	Mahoning	415.85	515.92	575.24
Oregon	Turner	Marion	358.14	363.31	426.99
Pennsylvania	Shippensburg	Cumberland	3,749.75	3,735.33	3,884.59
Rhode Island	South Portsmouth	Newport	256.06	237.95	302.59
Tennessee	Greeneville	Greene	4,225.27	4,738.27	5,378.29
	Morristown	Hamblin	2,741.56	2,985.12	3,355.09
	Rogersville	Hawkins	1,241.57	1,292.76	1,488.12
	Grand Isle	Grand Isle	160.47	169.86	144.01
Vermont	Harrisonburg	Rockingham	3,236.49	3,681.82	4,553.94
Virginia	North Yakima	Yakima	4,690.13	5,007.94	6,015.53
Washington	Phillippi	Barbour	848.36	1,280.59	1,226.30
West Virginia	Wellsburg	Brooke	2,277.64	2,657.62	3,166.34
Wisconsin	Sun Prairie	Dane	1,084.55	1,182.27	1,263.30
Total			53,744.97	59,298.08	65,865.16

Increase from 1899 to 1900, \$5,551.11, or 10.3 per cent.

Increase from 1900 to 1901, \$6,569.08, or 11 per cent.

Showing gross receipts for six months ending June 30, 1899-1901, of thirty-five towns having no rural free delivery, but corresponding in population to thirty-five towns having service.

State.	Town.	County.	1899.	1900.	1901.
Arkansas	Arkansas City	Desha	\$961.47	\$1,047.13	\$983.82
Illinois	Bunker Hill	Macoupin	1,455.46	1,430.10	1,527.85
	Reddick	Kankakee	323.86	374.21	357.87
Iowa	Seymour	Wayne	1,594.39	1,572.09	1,688.14
	Humestown	do	1,352.38	1,297.73	1,343.28
Kansas	Laharpe	Allen	704.53	714.99	884.78
Kentucky	Bonnieville	Hart	200.27	211.88	215.10
	Perryville	Boyle	398.38	252.65	422.99
Michigan	Deckererville	Sanilac	467.35	683.92	754.39
Minnesota	Howard Lake	Wright	846.58	894.01	978.48
Missouri	Danville	Montgomery	115.04	121.51	108.98
Nebraska	Wahoo	Saunders	2,660.14	2,905.01	2,951.78
	Eddyville	Dawson	233.83	222.46	222.50
New Hampshire	Salem	Rockingham	208.33	224.79	234.94
New York	Watkins	Schuyler	3,379.63	3,328.32	3,164.55
	Lisle	Broome	465.13	465.87	574.08
	Moravia	Cayuga	2,213.68	2,178.76	2,158.39
	Brighton	Monroe	2,622.55	3,007.25	3,367.23
Ohio	Chicago	Huron	1,697.11	1,882.39	1,864.43
	Clarington	Monroe	691.72	672.46	702.49
	Kent	Portage	3,196.82	3,061.68	3,458.12
	Cardington	Morrow	1,672.26	1,729.70	1,762.82
	Harrod	Allen	254.00	308.43	299.00
Oregon	Union	Union	1,462.09	1,505.99	1,561.26
Pennsylvania	Hollidaysburg	Blair	2,671.29	2,987.37	2,932.83
Rhode Island	Rockville	Washington	92.98	90.46	94.80
Tennessee	Athens	McMinn	1,727.02	1,712.15	1,782.66
	Humboldt	Gibson	1,892.97	1,951.85	2,190.58
	Winchester	Franklin	2,064.94	2,207.44	2,411.01
Vermont	Searsburg	Bennington	33.87	41.70	38.21
Virginia	Lexington	Rockbridge	3,676.63	4,060.26	4,226.46
Washington	Port Townsend	Jefferson	2,669.51	2,672.75	2,669.37
West Virginia	Kingwood	Preston	857.59	1,005.92	1,048.19
	Burlington	Mineral	215.38	227.29	232.55
Wisconsin	Highland	Iowa	326.86	465.06	505.55
Total			45,412.04	47,515.08	49,707.48

Increase from 1899 to 1900, \$2,103.04 or 4.7 per cent.

Increase from 1900 to 1901, \$2,192.40 or 4.6 per cent.

REPORT ON PROGRESS OF RURAL FREE DELIVERY IN GREAT BRITAIN.

POST-OFFICE DEPARTMENT,
FIRST ASSISTANT POSTMASTER-GENERAL,
OFFICE OF SUPERINTENDENT FREE-DELIVERY SYSTEM,
RURAL FREE DELIVERY,
Washington, D. C., October 1, 1901.

MR. A. W. MACHEN,
General Superintendent Free-Delivery System,
Washington, D. C.

SIR: I have the honor to submit report, in pursuance of instructions received from you under date of August 10, 1901, reading as follows:

When you are in London on your leave of absence I wish you would call upon the proper officials of the general post-office having charge of the carrier service of Great Britain and obtain such information bearing upon the general subject of rural free delivery as, in your judgment, might be of value to this Department when it submits its annual report to Congress.

Through the courtesy of the State Department and the American embassy in London, I was placed in communication with Sir George H. Murray, K. C. B., secretary to the postmaster-general of Great Britain, and with Mr. L. A. Marshall, principal clerk, who represented Great Britain at the International Postal Conference in Vienna in 1891. Both these gentlemen manifested great interest in the development of the rural free-delivery system in the United States, and particularly in the traveling postal wagons employed in Carroll County, Md. It seemed to be their opinion that there were features in this traveling post-office service which could be adapted to postal conditions existing in Great Britain.

At their suggestion I made a memorandum of the points upon which information was desired, and I have the honor to attach the reply received.

May I call your attention to the fact that between June, 1897, when a house-to-house extension of rural free delivery over all Great Britain was determined upon, and September, 1900, when the service was practically completed, about 57,250,000 letters each year, which had previously been left at post-offices or wayside boxes to be called for, were delivered at the houses of the addressees at an average cost of a little over 1 cent a letter, and a total annual cost of \$605,000. It is, of course, understood that the conditions for a house delivery over Great Britain are better than those now existing in the United States. The area of territory to be covered is immeasurably less, the country is more thickly settled, good roads are the rule, not the exception, and the compensation of rural carriers falls far below the rates paid

in the United States, although the present compensation paid our rural carriers is complained of as insufficient. Nevertheless, even with these advantages in favor of the British service, the successful results achieved by the extension of the rural free-delivery system were spoken of with as much surprise as gratification by the officials of the Post-Office Department.

During an entirely informal conversation in the secretary's office the question of the relative receipts and expenditures of the post-office department in Great Britain and the United States was brought under discussion. In response to a remark that the service in the United States disclosed an annual deficit, while the postal service of Great Britain yielded a large surplus, I inquired by what process of book-keeping the annual post-office surplus of Great Britain was arrived at, inasmuch as the stamps issued by the Inland-Revenue Office (corresponding to our Internal Revenue Bureau) were interchangeable with postage stamps, and letters could be mailed or registered by the affixing of inland-revenue stamps as freely as by postage stamps. I was informed that the separation of the two services, in the calculation of annual postal receipts, was largely a matter of estimate.

You will not fail to notice in the memorandum herewith submitted that where a roadside lock-box service is given in Great Britain in connection with the rural delivery, the patrons of the delivery, in addition to providing their own boxes, are charged a fee of 5 shillings (\$1.25) per annum for the care of the boxes.

Respectfully submitted.

H. CONQUEST CLARKE,
Chief Special Agent of Rural Free Delivery.

GENERAL POST-OFFICE,
London, September 19, 1901.

SIR: With reference to your call at this office on the 14th instant, I am directed by the postmaster-general to forward herewith for your information a memorandum containing answers to your inquiries relative to the extension of the free delivery of letters in the rural districts of the United Kingdom.

I am, sir, your obedient servant,

L. A. MARSHALL,
For the Secretary.

H. CONQUEST CLARKE, Esq.

MEMORANDUM.

QUESTION.

1. On the 29th of April, 1897, the Chancellor of the Exchequer stated in a speech in the House of Commons that there were 16,000,000 letters every year carried by the mails in the United Kingdom which were not delivered by the post-office officials at the houses of the persons to whom they were addressed, but were left

ANSWER.

1. The number of letters undelivered at the houses of the addressees was underestimated in 1897.

It is now estimated that between the 22d of June, 1897, and the end of September, 1900, a house-to-house delivery was afforded in the United Kingdom to about 57,225,000 letters a year, which previ-

at the post-office or at some other place to be called for.

To what extent has this condition of things been remedied?

2. An increase of the rural free-delivery service was ordered to go into effect from the 22d of June, 1897 (Jubilee Day). The extreme limit of expense to be incurred in this extended rural service was established at 1 penny for each letter.

Has this limit been reached, or has the average cost been less?

3. What has been the approximate total annual cost of this increased service?

4. To what extent and under what conditions is rural delivery still made by means of roadside boxes? Are these boxes provided by the patrons of the delivery or by the Government? Is there any Government charge made in connection with such box service?

5. Average length of rural postman's route and average pay. Is the service chiefly performed on foot or by vehicle?

ously were left at post-offices to be called for, or at houses near to those of the addressees, or were delivered into roadside boxes.

By the 30th of September, 1900, the house-to-house delivery was completed in England, and practically throughout Scotland and Ireland as well.

As a general rule one delivery every week day has been given, but in some of the sparsely populated districts it has not been found possible to afford so frequent a service.

It was decided that as far as possible the total expense to be incurred in extending the house-to-house delivery in the rural districts throughout the country was not to exceed 1d. a letter.

2. In remote islands and at remote places on the mainland it has been found necessary in some cases to exceed this limit, but generally speaking the limit has not been reached.

The average cost of extending the free delivery to houses in the rural districts of England, Scotland, and Ireland during the period referred to is estimated approximately at a little over a half-penny a letter.

3. The total annual cost of the extension of delivery is estimated approximately at £121,000.

4. It cannot be stated precisely, without special inquiries, to what extent letters are still being delivered into roadside boxes in the rural districts. But it may safely be said that this practice now exists only in very few instances and practically only in cases where the recipients prefer that method of delivery, because they can thus obtain an earlier or a more frequent service.

The boxes are provided by the recipients of the letters and not by the Government.

If a postman is required to keep a key of a private letter box in a rural district, whether for the purpose of collection or delivery, he is entitled to a fee of 5s. a year. No other charge is made.

5. The regulation walk for an established rural postman varies from 15 to 18 miles a day.

The distance to be traversed by an established rural postman with a horse and cart is as follows: Maximum driving journey, 21 miles; maximum journey driving and walking combined, 26 miles.

There are many short foot posts performed by auxiliary rural postmen over distances not exceeding 14 miles a day. In many cases also rural deliveries are effected by postmen on bicycles, and in

a few cases by postmen on tricycles over varying distances.

Rural deliveries are chiefly effected on foot, with the exception, of course, of the main posts extending over distances exceeding 18 miles, which are performed by postmen with horses and carts or on cycles.

The pay of full duty rural postmen varies according to the district in which the duty is performed. The minimum fixed pay is 15s. a week in Ireland and 16s. a week in England and Scotland, and fixed wages of 17s., 18s., and 19s. a week are given where the circumstances warrant such payments.

Rural postmen starting from towns or large centers are placed on scale wages, which vary with the wages paid to the town postmen. The following are the rural scales of pay:

16/	- 1/6	20/ a week.
17/	1/6	22/ a week.
18/	1/6	24/ a week.
18/	1/6	26/ a week.

These scales correspond with the scales for town postmen as regards the minimum and rate of increment, but the maximum in each case is 2s. below the maximum for town postmen.

Every full-time postman is eligible for the award of good conduct stripes (each carrying a special allowance of 1s. a week). Each stripe is the reward of five years' whole time unblemished service. The number of stripes which can be awarded is limited to six.

A special stripe is sometimes awarded for exceptionally meritorious conduct.

For short walks, i. e., duties which do not warrant the employment of an established rural postman, payment is made according to the time occupied at rates varying from 4d. to 6d. an hour.

6. General remarks as to the success or otherwise of the extended service and its appreciation by the people. Has it yet reached its limits or are further extensions contemplated?

6. The extension of the house-to-house delivery has been successfully carried out, although the work proved to be one of far greater magnitude than was anticipated. The service as a whole has conferred an undoubted boon on the inhabitants of the rural districts.

The work of affording a regular delivery of letters to houses previously unserved has now been practically completed.

GENERAL POST-OFFICE, London, September 19, 1901.

The foregoing report and statements are respectfully submitted.

WM. M. JOHNSON,

First Assistant Postmaster-General.

HON. CH. EMORY SMITH,
Postmaster-General.

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
1901.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 30, 1901.

SIR: I have the honor to submit the following report of the Office of the Second Assistant Postmaster-General for the fiscal year ended June 30, 1901:

MAIL SERVICE IN GENERAL.

The mail service in operation June 30, 1901, was as follows:

Service.	Number.	Aggregate length.	Annual rate of expenditure.
		<i>Miles</i>	
Star routes	22,797	267,357.14	\$5,204,416.86
Special office routes	1,666	17,794.09	32,393.15
Steamboat routes	189	83,970.90	542,965.32
Railroad routes	2,746	183,358.54	33,881,390.24
Railway post-office car routes	273	45,779.68	4,638,234.03
Railway Mail Service, officers and clerks	9,105		9,679,036.74
Mail messenger routes	7,353	5,091.16	996,811.76
Wagon routes (in cities)	284	1,271.64	737,392.94
Electric and cable car routes	326	2,966.93	362,614.17
Pneumatic-tube routes	5	8.06	222,266.00
Necessary and special facilities on trunk lines			195,682.50
Mail equipments			318,028.34
Total inland service			56,810,242.05
Foreign mails:			
Aggregate cost		\$2,213,396.74	
Less intermediary service to foreign countries, etc.		150,859.58	
			2,062,537.16
Total			58,872,779.21

Summary of all classes of domestic mail service in operation June 30, 1901.

Number of routes	35,316
Length of routes	511,808.45 miles
Number of miles traveled per annum	466,146,059.12
Annual rate of expenditure	\$56,810,242.05
Rate of cost per mile of length	\$110.99
Rate of cost per mile traveled	12.18 cents
Average number of trips per week	8.75

Comparison with the report of June 30, 1900, shows—

	Per cent.
Decrease in number of routes.....	13 or 0.03
Increase in length of routes.....miles..	10,818.84 or 2.15
Increase in miles traveled per annum.....	6,940,285.99 or 1.51
Increase in annual rate of expenditure.....	\$1,664,182.29 or 3.01
Increase in rate of cost per mile of length.....	\$0.92 or .83
Increase in rate of cost per mile traveled.....cent..	.18 or 1.50
Decrease in average number of trips per week.....	.06 or .68
Number of contracts drawn in duplicate during the year....	7,966
Proposals received during the year under general advertisement.....	10,700
Proposals received during the year under bulletin advertisements.....	6,550

MAIL SERVICE IN DETAIL.

The mail service in operation on June 30, 1901, for the several classes was as follows:

STAR SERVICE.

Number of routes.....	22,797
Length of routes.....miles..	267,357.14
Annual travel.....do...	134,404,541.20
Annual rate of expenditure.....	\$5,204,416.86½
Average number of trips per week.....	4.83
Rate of cost per mile traveled.....cent..	3.87
Rate of cost per mile of length.....	\$19.46

Comparison with the report of June 30, 1900, shows—

	Per cent.
Decrease in number of routes.....	37 or 0.16
Decrease in length of routes.....miles..	2,500.47 or 0.92
Increase in annual travel.....do...	343,680.40 or 0.25
Increase in annual rate of expenditure.....	\$71,038.46 or 1.38
Increase in average number of trips per week.....	.06 or 1.25
Increase in rate of cost per mile traveled.....cent..	.04 or 1.04
Increase in rate of cost per mile of length.....	\$0.44 or 2.31

The appropriation for the last fiscal year was \$5,240,000. The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1901, was \$5,143,211.11, leaving an unexpended balance of \$96,788.89. From this amount, however, must be deducted all accounts chargeable to this appropriation which had not been stated by the Auditor up to September 30, 1901.

Annual letting of contracts.—The contracts for the star routes in the first contract section, embracing the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, expired June 30, 1901, and new contracts were made last year for all of the star service in those States for the term from July 1, 1901, to June 30, 1905. These new contracts covered 5,820 routes, aggregating 46,870.40 miles in length and 29,984,920.16 miles of annual travel, the latter item being an increase of 219,284.88 miles, or 0.73 of 1 per cent, over the annual travel under the old contracts.

This was the first general letting of star routes under the regulation requiring contractors to give their personal supervision to the performance of the service, and also the first general letting providing for the delivery of mail into boxes along the routes by the carriers whenever so desired by the addressee.

The annual rate of expenditure on July 1, 1901, for all the star routes in the States named, under the new contracts effective that date, was \$1,579,556.02½, an increase over the annual rate on June 30, 1901, of \$438,241.52½, or 38.39 per cent.

The average rate per mile traveled on June 30, 1901, under the old contracts, was 3.87 cents. The average rate per mile traveled on July 1, 1901, under the new contracts, was 5.26 cents, an increase of 1.39 cents per mile, or 35.91 per cent.

At the average rate paid under the new contracts—5.26 cents per mile—a contractor traveling 25 miles each week day would receive \$1.31½ per day, or \$411.60 per year.

The annual rate of expenditure for all star service was—

July 1, 1901.....	\$5,682,366.33½
September 30, 1901.....	5,791,196.10

The appropriation for the current fiscal year is \$5,580,000.

It is estimated that there will be a deficiency for the current year of about \$290,000.

The amount estimated as necessary for the fiscal year ending June 30, 1903, is \$6,715,000, being \$1,135,000, or 20.34 per cent, more than the appropriation for the current fiscal year, and \$845,000, or 14.39 per cent, more than the estimated expenditure for this year.

The annual rate of expenditure on July 1, 1901, \$5,682,366.33½, includes \$19,578.90 for Porto Rico and \$16,869 for Hawaii, this being the first time that the payment for star service in those Territories is included in the appropriations for this office.

Advertisement for proposals.—The general advertisement issued September 16, 1901, and now pending, invites proposals for carrying the mails during a term of four years from July 1, 1902, to June 30, 1906, on all the star routes in the fourth contract section, embracing the following States and Territories: Arkansas, Louisiana, Texas, Indian Territory, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska, and Hawaii. The advertisement contemplates an increase of 1,943,825.92 miles, or 4.10 per cent, of annual travel.

The annual rate of expenditure September 30, 1901, for the star service in this section was \$2,332,790.23.

The number of routes included in the pending advertisement is 6,193, aggregating 113,205 miles in length and 49,366,190 miles of annual travel.

Local bidders.—Under this advertisement no bid will be considered unless the bidder shall agree in his proposal that in event of the service being awarded to him he will give his personal supervision to the performance of the same and will reside on or contiguous to the route.

Box delivery on star routes.—It is contemplated that the new contracts shall make provision for delivering mail into boxes along nearly all of the routes. The terms of the advertisement on this subject are as follows:

In addition to carrying the mails to the various post-offices on the star routes covered by this advertisement, the carrier on each route (except where otherwise specifically stated) will be also required to deliver mail into all boxes and hang small bags or satchels containing mail on cranes or posts that may be erected along the route, under the following conditions:

Any person living on or near any star route herein described, and not within the corporate limits of any town or within 80 rods of any post-office, who desires his mail deposited at a given point on the line of the route by the carrier on said route may provide and erect a suitable box or crane on the roadside, located in such manner as to be reached as conveniently as practicable by the carrier without dismounting from the vehicle or horse, and such person shall file with the postmaster at the post-office to which his mail is addressed (which shall be one of the two post-offices on the route on either side of and next to the box or crane) a request in writing for the delivery of his mail to the carrier on the route for deposit at the designated point, at the risk of the addressee. The small bag or satchel above described, as well as the box or crane, must be provided by the person for whose use it is intended without expense to the Department.

It shall be the duty of the postmaster at every such post-office, upon a written order from any person living on or near the star route, to deliver to the proper mail carrier for that route any mail matter—placing in the respective satchels, where such are used, the mail for the persons to whom such satchels belong—with instructions as to the proper mail box or crane at which said mail matter shall be deposited; but registered mail shall not be so delivered unless expressly requested by the addressee in his written order. No mail matter so delivered to a carrier shall be carried past another post-office on the route before being deposited into a mail box or hung on a crane or post.

The carrier on the star route will be required to receive from any postmaster on the route any mail matter or private mail satchel that may be intrusted to him, outside of the usual mail bag, and shall carry such mail matter or private mail satchel to and deposit it into the proper mail box or hang it on the proper mail crane placed on the line of the route for this purpose; such service by the carrier to be without charge to the addressees.

The mail carriers must be of good character and of sufficient intelligence to properly handle and deposit the mail along the routes.

The Department does not prescribe any particular design of box or satchel to be used for this service, but the person providing either should see that it is of such character as to afford ample protection to his mail. If there is a lock attached to the box, a key is not to be held by the carrier, as he is expected to deposit the mail without the necessity of unlocking the box. The box or crane should be so located on the roadside that the carrier can deposit the mail without leaving his vehicle or horse, and yet not where it will obstruct public travel.

The carrier is not required to collect mail from the boxes, but there is no objection to his doing so if it does not interfere with his making the schedule time. The law provides that every carrier of the mail shall receive any mail matter presented to him if properly prepaid by stamps, and deliver the same for mailing at the next post-office at which he arrives, but that no fees shall be allowed him therefor.

Delivery of mail by star-route carriers will not be permitted over such portions of star routes as may have in operation the rural free-delivery service, except as an additional or supplemental service when shown to be necessary and practicable.

The depositing of mail along the line of the route will not be required of carriers on steamboat routes.

The delivery of mail into boxes along the lines of star routes is an incident to the main purpose of these routes, namely, the transportation of mail in closed pouches between post-offices. The routes are not laid out with reference primarily to the delivery of mail into boxes, the carrier being expected to travel the most direct or usually traveled roads between the several post-offices on his route, but it has been demonstrated that a large number of people living on or near the lines of these routes can be given the benefit of a delivery service without any increase in the distance traveled by and with but little delay to the carrier.

In connection with the general reletting in the first section last year this box-delivery feature was applied to about one-fourth of all the star routes in the country—those in the Eastern States. This year the same feature will be extended to the fourth section, including all the States and Territories (three excepted) west of the Mississippi River, thus covering, in the two sections, 12,013 routes, being more than one-half of all the star routes in the United States.

The box-delivery service is also being applied to routes in other States as the occasion arises for making new contracts.

Subcontracts restricted.—This office has discontinued the practice of granting to contractors general permission to sublet their service. It has taken the position that, having let the contracts to persons who have agreed to reside on or contiguous to the route and to give their personal supervision to the performance of the service, it will not favor a proposition to delegate the duty of personal supervision to a subcontractor unless there shall be some special and substantial reason therefor, and that the needs of the service justify the Department in expecting that, under competitive bidding limited to such persons, the full amount named in the contract shall be paid to the person actually performing or supervising the service. Therefore applicants for permission to sublet are required to state the special reasons why the service should be sublet, the name and address of the proposed subcontractor, and the amount of compensation to be paid him. This enables the Department to make investigation as to the suitability of the proposed subcontractor and his ability to provide the proper stock and equipment with which to perform the service.

The contracts in the Eastern States under the last general letting having been awarded to local bidders, permission to make subcontracts has been granted in but comparatively few cases, and it is to be noticed that out of the 5,820 routes there were but few failures on the part of local contractors to promptly start the service on the first day of the term, whereas in past years, under the system of awarding contracts to nonresident speculative bidders, there have been several hundred failures each year to promptly begin the service, thus necessitating the employment of temporary service by the Department pending the making of arrangements by the contractors with their subcontractors.

Star service discontinued.—The star service discontinued during the year ended June 30, 1901, by reason of the establishment of rural free-delivery service, amounted to \$131,710.42.

Alaska.—The development of Alaska has made it necessary for this office to continue to give much attention to making suitable provision for the transportation of the mails in that territory. For last winter we had contract arrangements providing for carrying the mail from Skagway, via Dawson, Circle, and intermediate points, to St. Michael and to Nome, four round trips a month, instead of two, which had previously existed. Up to the present time the difficulties attending mail transportation in that section have made it impracticable to provide for transportation of other than letter mail over these routes during the winter time. Similar arrangements for four mails a month to these points have been made for the coming winter. Additional service has been provided from Seattle, via Valdez and Eagle, to Circle, one round trip a month, thus making the service between Valdez and Circle two round trips a month, with provision for carrying a limited amount of other than letter mail; also with connecting service, one round trip a month, to Chisna, where new gold discoveries are said to have been made. A contract has been made for continuing winter service by steamer along the southern coast of Alaska, between Juneau and Unalaska, one round trip a month, and for a connecting service from this steamer at Resurrection Bay to Sunrise and Hope once a month. A contract has also been made for service from St. Michael, by Bethel

and Nushagak, to Katmai, three round trips, during the coming winter; also for service from Golovin to Council; also for performance of service by steamer from Ketchikan to various post-offices in that vicinity at points where considerable activity has developed.

For the past summer we had contracts for dispatching mail both from San Francisco and Seattle, via St. Michael, Nome, and points along the Yukon River, as far up as Dawson, covering all classes of mail, without limit as to weight, and we also availed ourselves of frequent dispatches by steamers from Seattle and San Francisco to Nome and St. Michael only. These cover but a part of the arrangements made.

A summary of the service in Alaska in force under arrangements to September 30, 1901, is as follows:

	Routes.	Length.		Annual travel.	Annual pay.
	Number.	Miles.	Miles.		
Star	13	8, 168	198, 329		\$213, 470. 56
Steamboat	16	13, 891	466, 738		79, 576. 43
Total	29	22, 059	665, 067		293, 046. 99

Hawaii and Porto Rico.—During the last fiscal year this office completed the reorganization of the mail transportation in Hawaii on the lines followed by the mail service in the States. The cost of the service last year in both Hawaii and Porto Rico was paid out of the special appropriation provided therefor, but beginning with July 1, 1901, the service in both of these Territories was included in our general appropriations.

The following is a summary of the mail service in Hawaii as it existed July 1, 1901:

Service.	Routes.	Length.		Annual travel.	Annual pay.
	Number.	Miles.	Miles.		
Star	24	472. 80	129, 136. 80		\$16, 869. 00
Steamboat	11	3, 643	208, 520		35, 160. 00
Railroad	2	81. 28			3, 474. 71
Mail messenger	20	161. 97			5, 114. 00
Total	57	4, 349. 05			60, 617. 71

The following is a summary of the service in Porto Rico as it existed July 1, 1901:

Service.	Routes.	Length.		Annual travel.	Annual pay.
	Number.	Miles.	Miles.		
Star	34	530. 63	324, 471. 68		\$19, 578. 90
Steamboat	3	4, 221	112, 560		46, 000. 00
Mail messenger	4	2. 67			468. 00
Total	41	4, 754. 30			66, 046. 90

SPECIAL OFFICE SERVICE.

The amount expended for this class of service during the year ended June 30, 1901, was \$32,393.15; during the year ended June 30, 1900, \$29,105.51.

The number of special offices on June 30, 1901, was 1,666, with an aggregate length of 17,794.09 miles, and an annual travel (estimated on the basis of 1.50 average trips per week) of 3,087,083.68 miles.

Comparison with the previous year shows—

	Per cent.
Decrease in number of routes	277, or 14. 25
Decrease in annual travel.....miles..	315, 257. 60, or 9. 26
Increase in length of routes.....do....	1, 312. 07, or 7. 96
Increase in annual rate of expenditure.....	\$3, 287. 64, or 11. 29
Increase in rate of cost per mile traveled.....cent..	. 19, or 22. 35
Increase in rate of cost per mile of length.....	\$0. 06, or 3. 41
Decrease in average number of trips per week.....	. 48, or 24. 24

The compensation of this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied, the postmasters being authorized to secure such frequency of service as may be practicable for that sum.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special-office service is regarded as but a temporary arrangement for the supply of newly established post-offices that are not on or near the lines of existing routes, and as soon as the new office shows a number of people to be supplied or an amount of mail to be carried that will justify such action regular contract service is provided for its supply.

STEAMBOAT SERVICE.

Number of routes	189
Length of routes	83, 970. 90
Annual travel	4, 652, 257. 78
Annual rate of expenditure	\$542, 985. 32
Average number of trips per week.....	1. 31
Rate of cost per mile of length	\$15. 98
Rate of cost per mile traveled.....cents..	11. 67

Comparison with the previous year shows—

	Per cent.
Increase in number of routes	7, or 3. 84
Increase in length of routes.....miles..	7, 969. 50, or 30. 65
Increase in annual travel.....do....	347, 315. 12, or 8. 07
Increase in annual rate of expenditure	\$27, 938. 19, or 5. 42
Decrease in average number of trips per week .....	. 28, or 17. 61
Decrease in rate of cost per mile of length	\$3. 82, or 19. 29
Decrease in rate of cost per mile traveled.....cent..	. 29, or 2. 42

The appropriation for the last fiscal year was \$545,000. The sum expended, as reported by the Auditor on accounts stated to September 30, 1901, was \$508,444.48, leaving an unexpended balance of \$36,555.52, out of which must be paid the accounts not adjusted at that date.

The annual rate of expenditure on July 1, 1901, under contracts made during the past fiscal year for the performance of steamboat service from July 1, 1901, to June 30, 1905, in the first contract section, was \$134,427.79, an increase in the annual rate of expenditure on June

30, 1901, of \$4,938.16. The service on July 1, 1901, shows an increase of two routes—180.06 miles in length of routes and 130,091.44 miles of annual travel—over June 30, 1901.

The appropriation for the current fiscal year is \$586,000.

The annual rate of expenditure was—

July 1, 1901.....	\$575, 214. 48
September 30, 1901.....	589, 091. 81

The annual rate of expenditure on July 1, 1901, \$575,214.48, includes the sum of \$35,160 for Hawaii, the payment for this service being included in the appropriations for this office from that date.

The amount estimated as necessary for the fiscal year ending June 30, 1903, is \$641,000, being \$55,000, or 9.38 per cent, more than the appropriation for the current fiscal year.

MAIL-MESSENGER SERVICE.

Number of routes	7, 353
Length of routes.....miles..	5, 091. 16
Annual travel.....do.....	10, 541, 346. 76
Annual rate of expenditure	\$995, 811. 76
Average number of trips per week	19. 91
Rate of cost per mile of length	\$195. 59
Rate of cost per mile traveled	9. 44

Comparison with the previous year shows—

	Per cent
Increase in number of routes.....	163 or 2. 26
Increase in length of routes.....miles..	72. 53 or 1. 44
Increase in annual travel.....do.....	397, 720. 60 or 3. 92
Increase in annual rate of expenditure.....	\$62, 818. 39 or 6. 73
Increase in average number of trips per week .....	. 48 or 2. 47
Increase in rate of cost per mile of length.....	\$9. 69 or 5. 21
Increase in rate of cost per mile traveled.....cent..	. 25 or 2. 72

The appropriation for the last fiscal year was \$950,000, which, with the sum of \$35,000 added by the deficiency act of March 3, 1901, made \$985,000 available for this service. The sum expended, as per Auditor's report, was \$973,471.98, leaving an unexpended balance of \$11,528.02.

The annual rate of expenditure was—

July 1, 1901.....	\$989, 004. 29
September 30, 1901.....	1, 001, 554. 07

The annual rate of expenditure on July 1, 1901, \$989,004.29, includes \$468 for Porto Rico and \$5,114 for Hawaii.

The appropriation for the current fiscal year is \$1,038,000. The amount estimated as necessary for the fiscal year ending June 30, 1903, is \$1,083,000, being \$45,000, or 4.33 per cent, more than the appropriation for the current fiscal year.

PNEUMATIC-TUBE SERVICE.

The appropriation for the year ended June 30, 1901, was \$225,000. The amount expended, as reported by the Auditor, was \$222,254, leaving an unexpended balance of \$2,746. The service was under the following routes:

Route No. 204001, Boston, North Union station, 0.74 mile, \$9,000 per annum.

Route No. 207001, New York, Brooklyn, 1.65 miles, \$14,000 per annum; labor, \$6,200 per annum.

Route No. 207002, New York, stations P, H, D, Madison square, and F, 4.20 miles, \$148,500 per annum; labor, \$10,000 per annum.

Route No. 210001, Philadelphia, Bourse station, 0.52 miles, \$17,600 per annum.

Route No. 210002, Philadelphia, Pennsylvania Railroad depot and Philadelphia and Reading Railroad depot, 0.94 mile, \$16,966 per annum.

The contracts for these routes expired with the last fiscal year, and as Congress failed to make appropriation for the continuance of the service by pneumatic tubes, this class of service ceased with June 30, 1901. The contracting companies were notified prior to the date named that the service would be discontinued with that date, and the postmasters at the cities named were directed to discontinue the use of the tubes for mail purposes. The Department was urged to permit the use of the tubes after the close of the year under certain conditions and in some cases the suggestions covered the operation of the tubes for mail purposes without expense to the Government. In view of the fact that Congress had failed to make appropriation for the continuance of this class of service, the Department deemed it advisable to insist on the total discontinuance of such service.

Investigation of pneumatic-tube systems.—In the act approved June 2, 1900, Congress incorporated the following paragraph:

For the investigation by the Postmaster-General of the cost of construction, operation, and utility of all systems of pneumatic tubes for the transmission of mail, including full details and maps, and any estimates and proposals as to cost of construction, as well as the cost of stations and their operation, and all facts bearing upon the use of said tubes in connection with the mail service, to enable Congress to determine whether the service should be owned, leased, extended, or discontinued by the Government, also the cost at which the Government may acquire existing plants or necessary patents, ten thousand dollars.

Under this provision a careful and thorough investigation was made by committees composed of experienced and capable officers of the postal service and some of the most able and expert business men of the country. A comprehensive report was submitted to the Department by these committees, and this report was forwarded to Congress under date of January 4, 1901.

The appropriation for the investigation was \$10,000. The amount expended under this appropriation was \$5,273.76, leaving an unexpended balance of \$4,726.24.

The committee of expert business men recognized the "immense advantage" of the system "to the business interests of the country" and advised "the retention of all existing plants," and recommended "extensions in a limited number of cases." Following the recommendations of this committee this office deemed it advisable to ask for an appropriation to provide for the retention of the service then in existence and the limited extension of the service on the lines and under the conditions approved by the investigating committee.

This appropriation was not made for the current fiscal year.

The Department has received many requests from the business interests affected by this service for its reestablishment. In view of the

value of the system in expediting the mails in the larger cities, where its volume and importance are great, this office has renewed its request for the appropriation of \$500,000 for this class of service for the next fiscal year. This is done with the understanding that the amount asked for will not cover the whole of the limited extensions recommended by the expert committee, but that it will cover all necessary expenditures during the fiscal year ending with June 30, 1903, and will provide a basis for the inauguration of the limited service recommended, which may, when fully established, involve an annual expenditure of approximately \$800,000.

There are certain economies in connection with the establishment of the service only possible under an extension of lines as recommended by the Department and approved by the commission; for instance, in the city of New York, a formal proposal for continuing the service with such limited extension as has met the unqualified approval of every officer of the Department charged with the investigation of the subject and of every member of the expert commission, includes both the old and the new service at a cost per mile of 54 per cent of the old contract rate.

It is freely conceded by all who have given careful consideration to the question that the value of the service can not be fairly estimated until there has been such reasonable extension of lines as to make possible a more economical administration than attached to the original installation of the service.

It is the opinion of the Department and of the commission that the outright purchase of the system should not be considered by Congress until a more complete test of the service has been made, as contemplated by this appropriation. An annual rental for a few years longer will probably develop improvements, encourage competition, and in every way protect the interests of the Department.

An impression prevails that the additional cost of this service in a city like New York would create an excessive expenditure for transportation of mails. This is not the case. From the foundation of the Government statistics show that more than 50 per cent of all the expenditures of the Post-Office Department has been for the transportation of mails; whereas in the city of New York, a careful estimate made a year ago placed it at 21 per cent, and this estimate included as a part of transportation of mails the cost of tube service. Under the proposed extension of tube service herein recommended the entire cost of transportation would still be below 50 per cent of the cost of handling city mail.

A criticism of the United States postal service is that it is less efficient in the collection and delivery of first-class mail in our great cities than is the postal service in the cities of London, Paris, and Berlin. It seems reasonable that so long as the Government retains the monopoly of handling first-class mail it should keep pace, at least, with private corporations in meeting the reasonable demands of the business interests of great cities. The telephone service, while expensive, is far more efficient and more widely used in the great cities of this country than in either of the foreign cities named, and the demand of our business men might reasonably be that the Government shall either place its mail service at the forefront in our great cities or relegate it, as it does the telegraph and telephone, to private corporations.

The remedy seems to be in the adoption of the pneumatic-tube service, as proposed. It is at least worth a more extended test than has yet been given it.

REGULATION, SCREEN, OR OTHER WAGON SERVICE.

Number of routes.....	234
Length of routes.....miles..	1, 271. 64
Annual travel.....do..	4, 258, 096. 01
Annual rate of expenditure.....	\$737, 382. 94
Average number of trips per week.....	32. 19
Rate of cost per mile of length.....	\$579. 86
Rate of cost per mile traveled.....cents..	17. 31

Comparison with previous year shows—

	Per cent.
Increase in number of routes.....	14 or 6. 36
Increase in annual rate of expenditure.....	\$4, 268. 39 or 0. 58
Increase in rate of cost per mile of length.....	\$12. 88 or 2. 27
Increase in rate of cost per mile traveled.....cent..	0. 41 or 2. 42
Decrease in length of routes.....miles..	21. 36 or 1. 65
Decrease in annual travel.....do....	79, 290. 74 or 1. 82
Decrease in average number of trips per week.....	0. 06 or 0. 18

The appropriation for the last fiscal year was \$750,000. The amount reported by the Auditor as expended was \$734,438.61.

The annual rate of expenditure on July 1, 1901, under contracts entered into during the past fiscal year for the performance of wagon service in the first contract section from July 1, 1901, to June 30, 1905, was \$487,217.65, an increase of \$52,884.73 over the annual rate of expenditure on June 30, 1901.

The annual rate of expenditure was—

July 1, 1901.....	\$789, 052. 67
September 30, 1901.....	789, 052. 67

The appropriation for the current fiscal year is \$800,000. The amount estimated as necessary for the fiscal year ending June 30, 1903, is \$840,000, being \$40,000, or 5 per cent, more than the appropriation for the current fiscal year.

Automobile-wagon service.—The use of motor vehicles in the transportation of the mails has been called to the attention of this office at various times, and it is believed that the proper use of such vehicles would expedite the handling of the mails and improve the mail service.

Advertisement for this class of service in Chicago, Ill., was issued, as noted in our report for 1899, but no proposals were received thereunder.

In the regular wagon advertisement issued in 1900 and in 1901 announcement was made that proposals for the performance of service on any of the routes named in the advertisement, in automobiles instead of in wagons drawn by horses would be received and considered. No proposal for service in automobiles was received under either of these advertisements. The Department was urged to perform a quick and frequent mail service between the post-office at Buffalo, N. Y., and the postal station on the Pan-American Exposition grounds. An advertisement was issued for service in automobiles, and under that advertisement the lowest bid received was from the New York Electric

Vehicle Company, D. W. Sowers, superintendent, to perform the service seven times a day each way, in automobiles of sufficient capacity and suitably arranged and decorated, for \$3,000 per annum. Designation was accordingly made for service from April 15 to November 15, 1901, and the vehicles have been satisfactorily operated between the points mentioned on a schedule of not exceeding thirty-five minutes per trip each way, the distance being 4.25 miles.

The postmaster at Minneapolis, Minn., has desired to improve and extend the mail service to and from the mail stations in his city, and the Department has caused investigation to be made, with a view to extending the electric-car service or establishing other improved service. As a result of this investigation it was deemed advisable to issue an advertisement for motor vehicle or automobile-wagon service on five circuits, which reach practically all parts of the city. This arrangement contemplates the collection of mail from boxes on the circuits, as well as from post-office and postal stations. Award has recently been made under this advertisement for the service of five electric vehicles, with operators, for sixteen hours each per day, at the rate of \$17,312 per annum, the service to begin with January 1, 1902. This contract will give the Department a fair opportunity to test the efficiency of mail service in motor vehicles, and it is expected to demonstrate the practicability of using such vehicles to facilitate and improve the mail service in and about our larger cities.

RAILROAD TRANSPORTATION.

Number of routes.....	2,746
Length of routes.....miles..	183,358.54
Annual travel.....do....	302,613,325.09
Annual rate of expenditure.....	\$33,881,390.24
Average number of trips per week.....	15.87
Rate of cost per mile of length.....	\$184.78
Rate of cost per mile traveled.....cents..	11.19

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	78 or 2.92
Increase in length of routes.....miles..	3,376.54 or 1.87
Increase in annual travel.....do....	5,357,022.07 or 1.80
Increase in annual rate of expenditure.....	456,408.09 or 1.36
Decrease in average number of trips per week.....	.01 or .06
Decrease in rate of cost per mile of length.....	\$0.93 or .50
Decrease in rate of cost per mile traveled.....cent..	0.05 or .44

There was no unadjusted mileage on June 30, 1901.

The appropriation for the last fiscal year was \$33,870,000. The sum reported by the Auditor as expended under accounts adjusted to September 30, 1901, was \$33,523,902.18, leaving an unexpended balance of \$346,097.82.

The annual rate of expenditure for railroad transportation in the first contract section, embracing the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, on June 30, 1901, was \$7,507,247.41. The result of the regular quadrennial readjustment of the pay for railroad transportation in the States above mentioned for the ensuing four years, based on a reweighing

under orders issued to September 30, 1901, was an estimated increase of \$1,094,556.67, or 14.58 per cent.

The annual rate of expenditure for railroad transportation was—

July 1, 1901.....	\$34,888,592.85
September 30, 1901.....	34,902,825.45

The annual rate of expenditure on July 1, 1901, \$34,888,592.85, includes the sum of \$3,474.71 for two routes with a total of 81.28 miles in length in Hawaii, the payment for this service being included in the appropriations for this office from that date.

The amount reported by the Auditor as withheld from the Pacific railroads on account of mail transportation is \$489,195.04.

The appropriation for the current fiscal year is \$34,700,000.

The amount estimated as necessary for the fiscal year ending June 30, 1903, is \$36,260,000, being \$1,560,000, or 4.49 per cent, more than the appropriation for the current fiscal year.

The following table will show the increase, by years, in the annual compensation paid to railroads for carrying the mails since the existing rates were fixed by Congress in 1878:

Annual increase in cost of railroad transportation from 1880 to 1901, inclusive.

Fiscal year.	Annual expenditure.	Increase.	Per cent.	Fiscal year.	Annual expenditure.	Increase.	Per cent.
1879....	\$8,463,197.00			1891....	\$22,398,868.66	\$1,529,637.11	7.32
1880....	9,237,945.00	\$774,748.00	9.15	1892....	24,196,329.71	1,797,461.05	8.02
1881....	10,249,251.00	1,011,316.00	10.94	1893....	25,716,605.85	1,520,276.14	6.28
1882....	11,297,333.00	1,084,072.00	10.57	1894....	27,163,091.16	1,436,485.31	5.58
1883....	12,288,799.00	991,466.00	8.77	1895....	27,961,931.78	808,840.62	2.97
1884....	13,273,006.00	984,807.00	8	1896....	28,941,880.47	979,948.69	3.50
1885....	14,758,195.00	1,484,889.00	11.18	1897....	30,171,542.69	1,229,662.22	4.24
1886....	15,520,191.00	761,696.00	5.16	1898....	30,786,375.89	614,833.20	2.03
1887....	16,174,091.22	654,500.22	4.21	1899....	31,942,150.88	1,155,774.99	3.75
1888....	17,528,699.90	1,353,908.58	8.37	1900....	33,424,982.15	1,482,831.27	4.64
1889....	19,441,095.78	1,912,495.98	10.91	1901....	33,881,390.24	456,408.09	1.36
1890....	20,869,231.55	1,428,135.77	7.34				

Annual increase in cost of railroad transportation and railroad post-office cars combined, 1880 to 1901, inclusive.

Fiscal year.	Annual expenditure.	Increase.	Per cent.	Fiscal year.	Annual expenditure.	Increase.	Per cent.
1879....	\$9,567,589.00			1891....	\$25,183,713.82	\$1,788,482.16	7.64
1880....	10,498,986.00	\$931,397.00	9.73	1892....	27,126,529.11	1,942,815.29	7.71
1881....	11,618,368.00	1,114,382.00	10.61	1893....	28,910,195.30	1,783,666.19	6.57
1882....	12,753,184.00	1,139,816.00	9.81	1894....	30,358,190.01	1,447,994.71	5
1883....	13,887,800.00	1,134,616.00	8.89	1895....	31,205,342.58	847,152.57	2.79
1884....	15,012,603.00	1,124,803.00	8.09	1896....	32,405,797.17	1,200,454.59	3.84
1885....	16,627,983.00	1,615,380.00	10.76	1897....	33,876,521.19	1,470,724.02	4.53
1886....	17,336,512.00	708,529.00	4.26	1898....	34,703,847.56	827,326.37	2.44
1887....	18,066,271.72	719,759.72	4.15	1899....	36,117,875.74	1,414,028.18	4.08
1888....	19,524,959.15	1,468,687.43	8.13	1900....	37,793,981.74	1,676,106.00	4.64
1889....	21,639,613.33	2,114,654.18	10.88	1901....	38,519,624.27	725,642.53	1.9
1890....	23,896,231.66	1,756,618.33	8.11				

SPECIAL FACILITIES.

The annual rate of expenditure for the service on June 30, 1901, was \$195,682.50, and this sum was applied as shown in the following table:

Route No.	Termini.	Railroad company.	Miles.	Pay per annum.
109004	New York to Philadelphia	Pennsylvania	90.65	\$11,331.25
113001	Philadelphia to Washington, D. C.	Philadelphia, Wilmington and Baltimore.	137.43	17,178.75
114002	Washington, D. C., to Danville Junc. (D. O.), Va.	Southern	238.20	29,775.00
118013	Danville Junc. to Charlotte, N. C.	do	142	17,760.00
118049	Charlotte to Atlanta, Ga.	do	267.36	33,420.00
121008	Atlanta to Montgomery, Ala.	Western Railway of Alabama.	171.61	21,451.25
124012	Montgomery to New Orleans, La.	Louisville and Nashville.	318.21	39,776.25
155010	Kansas City, Mo., to Newton, Kans.	Atchison, Topeka and Santa Fe.	201.02	25,000.00
Total.....				195,682.50

The appropriation for the current fiscal year is \$196,238.75.
No estimate is submitted for the next fiscal year.

ELECTRIC AND CABLE CAR SERVICE.

Number of routes.....	326
Length of routes.....miles..	2,956.93
Annual travel.....do....	6,589,408.60
Annual rate of expenditure.....	\$362,614.17
Average number of trips per week.....	21.42
Rate of cost per mile of length.....	\$122.63
Rate of cost per mile traveled.....cents..	5.50

Comparison with the report for the previous year shows—

	Per cent.
Increase in number of routes.....	39 or 13.59
Increase in length of routes.....miles..	610.03 or 25.99
Increase in annual travel.....do....	889,105.14 or 15.60
Increase in annual rate of expenditure.....	\$44,331.75 or 13.93
Decrease in the average number of trips per week.....	1.93 or 8.26
Decrease in the rate of cost per mile of length.....	\$12.98 or 9.57
Decrease in the rate of cost per mile traveled.....cent..	0.08 or 1.43

The appropriation for the last fiscal year was \$350,000. The amount reported by the Auditor as expended, \$330,894.61, leaving an unexpended balance of \$19,105.39.

The appropriation for the current fiscal year is \$400,000. The annual rate of expenditure was—

July 1, 1901	\$383,738.49
September 30, 1901.....	375,581.78

The sum estimated as necessary for the fiscal year ending June 30, 1903, is \$450,000, being \$50,000, or 12.5 per cent, more than for the current fiscal year.

RAILWAY MAIL SERVICE.

In the report of the General Superintendent of the Railway Mail Service to this office will be found the details concerning the opera-

tions of that service. Among the matters of interest the following may be noted:

Extent of service and force employed.—At the close of the year there were 1,306 lines of traveling post-offices (railroad, steamboat, electric and cable cars), covering 182,154 miles in length; the number of clerks employed was 9,182; annual miles traveled by them in crews, 210,221,576; adding to this the closed-pouch and express-pouch service, the grand total of miles traveled was 311,756,843.

Equipment.—The number of whole cars and apartments in use and in reserve was 3,774. In addition to these there were 20 cars on electric and cable lines under the supervision of the Railway Mail Service and 72 apartments on steamboat lines.

Distribution.—It is estimated that there were handled by railway postal clerks during the year 7,611,621,920 pieces of first-class mail and 6,569,602,500 pieces of all other classes, making a total of 14,181,224,420 pieces, and in addition thereto the railway postal clerks handled 19,446,064 packages and cases of registered matter, 1,188,773 registered pouches, and 649,996 inner registered sacks; in all 21,284,833. During the year there were 1,335,505 errors reported as made by clerks in the distribution of this mail, the ratio being 1 error to 10,626 correct.

Illegible addresses.—Matter illegibly or improperly addressed, so that it required special attention, or which could not be delivered, amounted during the year to 17,198,995 pieces, an increase of 2,581,711 as compared with the preceding year. Of these, 9,497,265 were returned to the writers or corrected and forwarded to destination, the remainder being sent to the Dead Letter Office or otherwise disposed of as provided by the regulations.

Case-examinations.—These are the examinations which the clerks undergo from time to time to keep themselves proficient in their duties. During the year there were 23,027 examinations of permanent and probationary clerks who handled 24,378,597 cards with an average of 98.77 per cent correct, an improvement even over the then unexcelled record of the previous year. There were also 2,383 examinations of substitute clerks who handled 2,167,971 cards, with an average of 98.04 per cent correct.

Casualties.—There were 825 casualties last year, in which 7 clerks were killed and 63 seriously and 229 slightly injured, a total of 299 killed and injured, or $3\frac{1}{4}$ per cent of the entire force employed, which is the most deplorable record in the history of the service. The general superintendent again urges attention to the hazardous nature of this branch of the service and to the need of relief in the class of cases recited. I believe that clerks injured in the line of duty, and the families of those who are killed while on duty, have claims that are entitled to special consideration, and I strenuously recommend that Congress take favorable action on this subject. A bill was introduced in the House of Representatives during its last session which contemplated the creation of a fund out of the salaries of the clerks themselves to afford relief in such cases, and also to make provision for the retirement of clerks who, after a long period of service, have become incapacitated for active duty. Congressional action in this direction is much needed, and I recommend that it be taken. Attention is invited to the interesting matter presented by the general superin-

tendent as to the provision made for the Life-Saving Service and the action taken by certain railroad corporations and banking houses for the retirement of their employees when becoming unfitted for active duty.

Outside delivery of news dealers' packages.—In order to facilitate and expedite the delivery of newspapers from publishers to news dealers and agents, the practice has long existed of receiving at the postal cars, directly from the publishers, newspaper matter to be carried outside of the regular mail and delivered to the news agents at the railroad stations at point of destination. Abuses have crept into this privilege by some publishers sending to single subscribers copies of their papers and by forwarding packages to others than news dealers or agents. The Department has been disposed to favor publishers in this matter as much as practicable, but the carrying of this outside matter has grown to such magnitude, requiring special attention on the part of the clerks in the cars and so much space for its separate treatment, that it has been necessary to require that the outside matter should exclude that for single subscribers and the privilege limited to news dealers and news agents only.

Second-class matter.—Last year 429,444,573 pounds of second-class matter were received from publishers, an increase over the preceding year of 46,905,574 pounds. This does not include mail free within the county. Adding such free county mail, estimated at 71,574,095 pounds, would make a grand total of 501,018,668 pounds, or 256,609 tons. Efforts have been continued to induce publishers to make separations of their matter to such extent as might be possible under the direction of the Department, such separation being in the interest of the publishers as well as of the postal service. The statistics show that a gain was made in this respect over the work of the preceding year, and it is gratifying to know that the leading publishers are willing to cooperate with the Department in this respect. Nevertheless, to meet those cases where such willingness is not shown, I agree with the General Superintendent that there should be legislation requiring this preliminary separation of newspaper mail by publishers as a condition upon which they shall be granted the very liberal rates provided for carrying second-class matter through the mail.

Improvements.—The new and improved service by means of full railway postal cars, or apartment cars, during the past fiscal year was applied to 30,214 miles, a large increase over any of the preceding ten years. A detailed statement of the several lines to which this improved service was applied will be found in the General Superintendent's report.

Reorganization and reclassification.—Congress has met the recommendations of the Department to a certain extent in the past few years touching the reorganization and reclassification of railway postal clerks by granting relief to the higher grades of clerks and officials. It is earnestly recommended that another step be taken at the coming session in the direction of reorganizing the lower grades and giving greater efficiency to the service by providing additional grades, with a slight increase of salary. The growth of the service in the last twenty years has made it necessary to reorganize crews on leading lines and impose upon them a very much greater amount of work in a given time than was possible a score of years ago. It is economy for the

Government to secure and retain in the Railway Mail Service clerks of the highest grade, carefully selected from the most robust and intelligent young men who are willing to take the high-grade examinations required. The service, under the best conditions, is expensive to the Government, and the largest amount of work should be expected from those engaged in it. It is a hazardous service, an exacting service, requiring years of study and experience to secure highest proficiency, and richly deserves compensation that will permit of provident saving for a time of need.

Distribution and dispatch of mails in large post-offices.—The necessity of securing, if possible, closer relations between the Railway Mail Service and the mailing divisions in the principal post-offices of the country has led to several conferences between the officials of the First Assistant Postmaster-General's Office and those of this office in the past year. The city distribution in postal cars has been assumed entirely by clerks of the Railway Mail Service, discontinuing the former practice of having clerks from the city post-office go out some distance on the road to meet incoming trains. Constant demands are being made for a still closer separation of city mail by postal clerks on railway trains rather than by clerks of the mailing division after its arrival in the general post-office. Clerks in both situations work together in perfect harmony, and should study their schemes together and be examined together in order to have the best results from the service. All clerks engaged in the distribution and dispatch of mails would then be under one head, paid from one roll, responsive to the same strict discipline, and interchangeable when required by the necessities of the service.

By having the entire distributing force under one head, the congestion in an office could frequently be overcome by the temporary detail of road clerks who are off duty, and any emergency requiring additional force on a railway postal car line could be met by the temporary detail of clerks from the local office. When road clerks were not available, clerks could be transferred from the office to the road and from the road to the office in order to become entirely familiar with the duties of the service in general. It has occurred within the past year in several of the principal offices, especially New York and Chicago, that the mailing division was compelled to throw outgoing mail unworked upon the Railway Mail Service. On the other hand, there have been frequent complaints that clerks on railway lines do not complete the distribution of city mail, and at times throw other mail unworked upon the mailing division. The suggestion is that the entire work of the distribution, both of outgoing and incoming mail, at the largest offices should be under one management, the clerk or superintendent in charge taking the outgoing mail from the public and seeing that it is expeditiously dispatched and delivering the incoming mail properly made up for carriers. For the present, at least, I would limit the application of this principle to offices at which a full distribution of both outgoing and incoming mail is undertaken and fully test its practical operation at offices in which the gross annual receipts are \$500,000 or more. The expense incident to the mailing division, namely, clerk hire and necessary furniture and fixtures, would necessarily be added to the appropriation for the Railway Mail Service and deducted from that of the post-office without increasing aggregate

expenditures. Indeed, it seems altogether likely that the entire work can be effected more economically, more systematically, and more effectively than under the present system.

RAILWAY POST-OFFICE CARS.

Number of routes	273
Length of routes	45, 779. 68
Annual rate of expenditure.....	\$4, 638, 234. 03

Comparison with the previous year shows—

	Per cent.
Increase in number of routes	45 or 19. 73
Increase in length of routes.....miles..	1, 700. 41 or 3. 85
Increase in annual rate of expenditure	\$269, 234. 44 or 6. 16

The appropriation for the last fiscal year was \$4,561,000; the sum expended, as reported by the Auditor, was \$4,408,639.53.

The amount reported by the Auditor as withheld from Pacific railroads on account of railway post-office car service was \$105,239.20.

The annual rate of expenditure was—

July 1, 1901.....	\$4, 638, 860. 31
September 30, 1901	4, 694, 318. 95

The appropriation for the current fiscal year is \$4,816.000.

The amount estimated as necessary for the fiscal year ending June 30, 1903, is \$5,104,960, being \$288,960, or 6 per cent, more than for the current fiscal year.

RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for railway postal clerks on—

June 30, 1901, was	\$9, 679, 036. 74
Number of officials and clerks.....	9, 105

Comparison with the previous year shows—

Increase in officials and clerks.....	410 or 4. 71
Increase in annual rate of expenditure.....	\$732. 612. 74 or 8. 19

The appropriation for the last fiscal year was \$9,863,900, of which amount the Auditor reports as expended the sum of \$9,675,436.52, leaving an unexpended balance of \$188,463.48.

The sum estimated as necessary for the fiscal year ending June 30, 1903, is \$11,098,496, being \$723,796, or 6.97 per cent, more than the appropriation for the current fiscal year. This estimate includes amounts as follows: One general superintendent, at \$3,500; one assistant general superintendent, at \$3,000; one chief clerk, office of general superintendent, \$2,000; one clerk, office of general superintendent, \$1,800; eleven division superintendents, at \$2,700 each; eleven assistant division superintendents, at \$1,800 each; twenty-two assistant superintendents, at \$1,600 each; one hundred and nine chief clerks, at \$1,600 each; one thousand two hundred and ninety-two clerks, class five, at \$1,400 each; one thousand eight hundred and twenty-four clerks, class four, at \$1,200 each; four thousand two hundred and eighty-five clerks, class three, at \$1,000 each; two thousand three hundred and fifty-eight clerks, class two, at not exceeding \$900 each; six hundred and eighty clerks, class one, at not exceeding \$800 each.

For substitutes for clerks on vacation, \$40,000; provided that the Postmaster-General may allow railway postal clerks whose duties require them to work six days or more per week, fifty-two weeks per year, an annual vacation of fifteen days with pay.

For acting clerks in place of clerks injured while on duty, \$45,000.

For actual and necessary expenses of General Superintendent, assistant general superintendent, chief clerk, office general superintendent, division superintendents, assistant division superintendents, chief clerks, and railway postal clerks, while actually traveling on business of the Department, and away from their several designated headquarters, \$28,000.

For rent, light, fuel, telegraph, and miscellaneous office expenses, schedules of mail trains, telephone service, typewriting machines, and badges for railway postal clerks, \$50,000.

For per diem allowance of assistant superintendents, \$30,000; provided that assistant superintendents may receive a per diem allowance in lieu of actual and necessary traveling expenses, at the rate of \$4 per day, while actually traveling on business of the Department away from their several designated headquarters.

Making in all \$11,098,496.

MAIL EQUIPMENT.

The amount appropriated for mail bags, with their appurtenances, and for the repair of mail-bag equipment during the fiscal year ended June 30, 1901, was \$275,000; amount expended, \$269,312.84, leaving an unexpended balance of \$5,687.16. For details see tabular statement O.

The amount appropriated for mail locks, keys, etc., including repair of same, was \$43,000; amount expended, \$40,451.64, leaving an unexpended balance of \$2,548.36. For details see Table P.

The amount appropriated for rent and maintenance of mail bag and lock repair shop was \$8,500, out of which \$8,263.86 was expended, leaving an unexpended balance of \$236.14. For details see Table Q.

Comparing the accounts with those for the previous fiscal year it is shown that there was a decreased expenditure of \$5,487.19 for mail bags, etc., and \$2,254.23 for mail locks and keys, and an increase of \$25.62 for maintenance of repair shops.

With reference to the unexpended balances in the mail-bag and mail-lock accounts, it may be stated that orders had been issued for supplies that were needed in the service to about these amounts, but owing to delay in delivery they were not received until after the close of the last fiscal year, and the auditing office ruled that the bills could not properly be paid out of the appropriations for that year, but must be charged to those for the current year. This may result in a deficiency of like amount for this year.

The appropriations for the current fiscal year are the same as for last year.

The amounts estimated as necessary for the fiscal year ending June 30, 1903, are—

For mail bags, cord fasteners, label cases, and for labor and material necessary for repairing equipment.....	\$275,000
For mail locks and keys, chains, tools and machinery, and materials necessary for repairing same.....	43,000
For rent of building for mail-bag repair shop and lock repair shop and for fuel, gas, watchmen and charwoman, oil, and repair of machinery for said shops.....	8,500

These are the same as the appropriations for the current fiscal year.

The number of bags of all kinds purchased during the last fiscal year was 166,715, at a cost of \$124,984.21.

The number of pouches and sacks made in the shop was 14,427, the number repaired 1,442,906, and the number condemned as unfit for the service 52,092. For details, see Table R.

The number of pouches and sacks handled in the Washington, D. C., mail-bag storehouse was 6,040,443, and at the eight division depositories 21,533,166.

Contracts for miscellaneous supplies.—Table N shows the contracts made last year, pursuant to advertisement, for supplies to be furnished during the current fiscal year, as well as the contracts for similar articles furnished during the last fiscal year.

New contracts for mail bags.—On January 10, 1901, an advertisement was issued inviting proposals for furnishing mail pouches and sacks of the several kinds specified for a term of four years beginning July 1, 1901, this being the regular reletting of contracts for mail bags which occurs every four years. Nine bids were received. They were opened March 26, and awards made April 12, 1901. A list of the contracts, showing names of contractors, articles, and prices, appears in Table N of this report. The most important change made in the contracts for the new term was the substitution of a soft sea-island fabric head with leather and metal collar for the heavy canvas and metal head used on the Class B pouches.

The difference in weight and cost of the new and old style of pouches is as follows:

Pouches.	Class B pouches (old style),		Class C pouches (new style).	
	Weight.	Price, each.	Weight.	Price, each.
	Lbs. oz.		Lbs. oz.	
No. 2	8 6	\$2.4444	6 6	\$2.036
No. 3	7 4½	2.06	5 1	1.76
No. 4	6	1.7111	4 2	1.56
No. 5	4 7	1.8121	2 4½	1.06

a New design made at mail-bag repair shop.

Mail sacks condemned.—Prior to 1894 all sacks of the Nos. 1 and 2 sizes in use in the postal service were made of jute fabric. This material was not sufficiently durable to withstand the hard usage to which the sacks are subjected. Its use was therefore discontinued in that year. Sacks made of a special grade of canvas were then adopted. All jute sacks outstanding at that time were, however, retained in the service until worn out. It is now evident that but few of the jute sacks remain in use, and that those made of canvas are far superior in point of wearing quality to those made of jute, and come into the repair shop less frequently than did the others. The following is a statement of mail sacks worn out and condemned as unfit for further service during the last seven years:

Fiscal year.	No. 1.	No. 2.	No. 3.
1895	85,820	1,648	291
1896	159,172	6,991	233
1897	95,788	6,317	812
1898	148,609	12,780	302
1899	97,678	9,805	746
1900	73,400	12,652	655
1901	10,617	4,582	1,215

On account of the weight of all-leather pouches and the high prices of leather, no all-leather pouches have been made for many years. Those in the service, however, have been retained until they became unfitted for use. During the past year 14,826 of all-leather pouches were retired from the service. The total number of pouches and sacks of all kinds condemned during the year as unfit for use was 52,092.

Number of mail bags in use.—The estimated number of mail pouches and sacks in the postal service on June 30, 1901, was 1,182,705, exclusive of coin sacks, an increase of 128,117 over the number in use at the end of the preceding fiscal year.

Mail equipment by freight.—The plan inaugurated during the preceding fiscal year of withdrawing from the mails such heavy empty mail equipment as could readily be transported by freight was continued during the last fiscal year. Such equipment has been carried in carload lots at special freight rates between Washington and New York; St. Louis and New York; St. Paul, Chicago, and New York; New York and Augusta, Me. The gross amount of equipment carried during the last fiscal year between the points named was 10,616,231 pounds, or 5,308 tons.

Distinctive equipment for Porto Rico, Hawaii, and Philippine Islands.—Such small requisitions as were made during the past year by Porto Rico and Hawaii for mail equipment were promptly filled. Orders have been issued for material for the manufacture of an additional quantity of distinctive equipment for the Philippine Islands to the value of about \$6,500, which will be made at our mail-bag shop, with the understanding that the cost thereof is to be paid for out of the revenues of the islands.

Waste material.—Waste material, consisting of scrap iron, steel, brass, phosphor-bronze, cotton duck, leather, etc., accumulating at the repair shops during the year, and which could not be used for any other purpose in the manufacture or repair of mail equipment, was disposed of under advertisement. The proceeds, amounting to \$5,903.68, were covered into the Treasury as provided by law.

Mail-lock repair shop.—The plant of this shop is now in excellent condition and equipped with all the machinery and tools needed for the proper conduct of its business. From time to time new tools and devices, mainly invented and constructed within the shop, have been added to reduce the cost of manufacture, improve the product, and meet the changing needs of the service. The output of the lock shop is described in detail in Table S. Among the articles manufactured may be mentioned: 20,557 Eagle locks; 19,316 letter-box padlocks; 128 inside letter-box locks, "I. B.;" 27 inside letter-box locks, "Arrow;" 807 rotary registered mail locks; 1,240 letter-box padlocks (new style); 40 special locks; 4,589 Eagle mail-lock keys; 7,845 letter-box padlock keys; 146,788 mail-bag cord fasteners; 104,230 grommets; 27,227 label cases; 18,547 circular label holders for pouches; 53,118 mail-pouch clips; 26,313 collar-fastening devices for soft-head pouches; 139,500 clamps for sack cords, together with a great variety and quantity of other articles for the use of the postal service. The number of Eagle mail locks in the service on July 1, 1900, was 491,675, to which should be added the 20,557 made during the last fiscal year, making the number in use at the end of the year 512,232. There were furnished by this office last year for the use of the rural free-delivery service 5,081 "A. A." locks, 3,179 "A. A." keys, and 3,179 key chains.

New building for repair shops.—The necessity for a new building for the use of our mail-equipment shops has become so apparent during the past year that I feel compelled to renew my recommendation for a suitable building for use as the mail-bag and mail-lock repair shops and storehouse. I took occasion to say, in substance, in my annual report for the fiscal year ended June 30, 1900, that since 1888 this Department, for the purposes mentioned, has occupied the premises known as Nos. 479–481 C street NW., in this city. This building was formerly occupied as a carriage repository. It is five stories in height, without basement or cellar, and contains about 34,000 square feet of floor space, for which a rental of \$5,000 per annum is paid. In this structure more than 250 men and women are employed in the manufacture and repair of mail equipment, and in which much space is occupied by machinery used by metal, canvas, and leather workers. The building in question is entirely unsuitable for the purpose for which it is used, and was evidently selected for the reason that no other of sufficient size could be found at the time.

More space and better facilities are now required, by reason of the extension of the postal service, for the proper handling and storage of pouches and sacks, as well as the many articles entering into their construction, and for the manufacture of such special equipment as is needed from time to time by the new postal territory recently acquired by this country, as well as such as is needed by the United States service and not covered by contract. More space must be found in the near future for the proper handling and storage of pouches and sacks than is now provided, owing to the great increase in the postal business throughout the country, which imperatively demands that a much larger stock of pouches be carried in the storehouse at all times than there is now room to accommodate. At present there is comparatively no surplus stock of pouches in the United States mail service.

Under existing conditions it is at times necessary to curtail one requisition in order to meet another, for the reason that the stock of pouches in the service must be kept down to the lowest possible limit, as there is not sufficient space in the present building to handle and store more than a few days' supply. During the year under review the average number of pouches and sacks received from incoming trains weekly at the mail-bag storehouse, which is located under the same roof as the mail-bag and mail-lock repair shops, containing many tons of heavy machinery, occupying much of the space, was 57,804. If by reason of the stoppage of train service, however remote from this city, by flood, snow blockades, or from any other cause whereby the usual quantity of defective equipment flowing into our shops should be retarded for but three or four days, the obstruction would serve to entirely exhaust our small stock on hand and at the same time contract the quantity of stock to such an extent as to create a stringency in the matter of serviceable equipment at points where it is required for immediate use, and such stringency would be likely to continue until the equipment held up in transit could be released and put into service through our shop. This danger could be avoided if sufficient space were provided for the storage of a comparatively small reserve supply of the several sizes of pouches with which to meet such emergencies, which we are now unable to accumulate for lack of room in the present overcrowded building. It may not be improper for me to state further that it became necessary a short time since to brace

the side and floors of the present building to withstand the heavy windstorms which prevail in this section at certain seasons of the year, as well as to prevent the oscillation of the floors while the machinery is in operation.

While every facility that experience could suggest in the matter of alarms, extinguishers, escapes, etc., for use in case of fire or alarm, have been added to the equipment, I am quite sure that if the underwriters were to examine this building with a view to insuring the property it would be rated as extra hazardous.

I may be permitted to state further that if the plant contained in this building were to be destroyed it would serve to cripple the entire mail service at once, as months would be required to establish a new plant for the repair of equipment, and an adequate supply of new pouches to take the place of the average quantity repaired and put back into the service weekly could not be supplied by the contractors inside of at least six months.

I therefore recommend that Congressional action be taken for the erection of a suitable building to contain at least 45,000 feet of floor space for manufacturing, repairing, and storing mail equipment, to be located at some suitable point in the city of Washington.

DIVISION OF INSPECTION.

This division is charged with the important duty of enforcing the proper performance of mail service for which the Department has contracted. To this end regular reports at frequent intervals are received from postmasters and other employees along the routes over which the mails are carried. Where failures or irregularities appear, such action is taken as may be required to correct them. Deductions are made from the pay of contractors, not as a source of revenue to the Department, but for the purpose of securing efficient service for the public.

The brief statement given below as to the deductions, fines, and remissions conveys no adequate idea of the importance of the results accomplished by the division of inspection.

Gross amount of deductions and fines from the pay of postal contractors and others during the fiscal year ended June 30, 1901.....	\$212, 016. 26
Amount of remissions on deductions on account of satisfactory explanation.....	\$14, 158. 92
Amount of remission on fines.....	2, 383. 66
	<hr/> 16, 542. 58

Net amount of deductions and fines under orders issued during the fiscal year ended June 30, 1901.....	195, 473. 68
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∴ The above amounts are classified as follows:

Service.	Deductions and fines.	Remissions.	Net deductions and fines.
Railroad.....	98, 917. 20	8, 654. 61	90, 262. 59
Star.....	80, 855. 61	6, 645. 90	74, 209. 71
Steamboat.....	15, 808. 99	921. 47	14, 887. 52
Mail messenger.....	2, 560. 79	58. 14	2, 502. 65
Regulation, screen, or other wagon.....	5, 977. 43	197. 00	5, 780. 43
Electric and cable car.....	2, 652. 55	8. 79	2, 643. 76
Pneumatic tube.....	156. 00	.....	156. 00
Railway mail.....	5, 087. 69	56. 67	5, 031. 02
Total.....	212, 016. 26	16, 542. 58	195, 473. 68

FOREIGN MAILS.

The details of the foreign-mail service are given in the report of the Superintendent of Foreign Mails to this office, to which your attention is invited.

The net cost of the transportation of foreign mails during the fiscal year ended June 30, 1901, was distributed as follows:

Trans-Atlantic service	\$994,344.81
Trans-Pacific service	314,887.72
Miscellaneous service	516,815.02
Panama Railroad Company	28,930.41
Sea post service	28,496.48
Steamboat and wagon service, New York	35,887.00
Miscellaneous items, telegrams, etc.	2,477.39
Sea conveyance from the United States of closed mail of foreign origin.	90,933.07
Paid to foreign countries for the intermediary maritime and extraordinary land transit of mail of United States origin	51,900.21
Paid for intermediary ordinary territorial transit of mails of United States origin	144,989.00
Expenses of the United States postal agency at Shanghai	2,790.89
For this Department's share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal L'Union Postale and the Universal Dictionary of Post-Offices	944.74
Making the aggregate of the service	2,213,396.74
Less amount received for the intermediary maritime transit of mail of foreign origin	\$87,128.91
For the intermediary extraordinary land transit of mails of foreign origin	61,445.00
Receipts at the United States postal agency at Shanghai for postage stamps sold and postage and box rents collected.	2,285.67
	150,859.58
Net cost of the service	2,062,537.16

The appropriations for the last fiscal year were \$2,248,000 for transportation and \$145,000 for balances due foreign countries. The amounts expended, as shown by the Auditor's report, under accounts stated to September 30, 1901, were \$2,004,249.60 and \$144,385.03, respectively.

The appropriations for the current fiscal year are \$2,549,000 for transportation and \$155,000 for balances due foreign countries.

The amounts estimated as necessary for the fiscal year ending June 30, 1903, are:

For transportation	\$2,542,000
For balances due foreign countries	160,000
Total	2,702,000

being \$2,000 less than the appropriation for the current fiscal year.

Ocean mail contracts.—On November 1, 1900, there went into effect a contract with the Oceanic Steamship Company for carrying the mail from San Francisco to Sydney, New South Wales, calling at Honolulu, Pago Pago, and Auckland once every three weeks during a period of ten years. This service is performed in American-built steamships, complying with the requirements of the act of Congress of March 3, 1891, and these steamers being larger and faster than those formerly carrying such mails, the time from San Francisco to Sydney has been reduced from twenty-five days to twenty-one days.

There are now in operation six contract routes for ocean mail service, under the act of 1891, at a cost of \$1,448,968 per annum, five of them being on the Atlantic and one on the Pacific. On May 18, 1901,

a domestic contract took effect for service by the Oceanic Steamship Line between San Francisco and Honolulu, one round trip every three weeks.

Negotiations are now pending which it is expected will result in placing postal clerks on all the steamers of the Oceanic Steamship Line which ply between San Francisco and Honolulu, for the purpose of assorting the mail while in transit in either direction. This will avoid delays in the terminal post-offices and facilitate the prompt delivery and dispatch of mails upon the arrival of the steamers at terminal points.

Philippine service.—Attention is invited to the fact that this Department has no contract for direct mail service between the Pacific coast and the Philippine Islands. Mails have been carried between San Francisco and Manila by Government transports, and Philippine mails have also been carried by steamers between San Francisco, Tacoma or Seattle, and Hongkong, China, but for transportation between Hongkong and Manila these mails have to depend upon the steamers of other countries.

In view of our important interests in the Philippine and Hawaiian islands, and of the fact that the Government transport service may be withdrawn at any time, I am impressed with the importance of making some arrangement in the near future which shall insure the direct transportation of the mails with regularity between these possessions and our Pacific coast.

The compensation applicable to contract-mail service between the Pacific coast and the Orient, under the act of 1891, has not been sufficient in past years to induce proposals for mail service in response to the advertisement of the Department. It now seems probable that if this Government should withdraw its transport service, with the understanding that its passenger and fast-freight traffic, together with the increasing volume of its mails, might go to the steamship company that would submit the most satisfactory proposal for quick and regular service, a favorable contract could be secured. If it were known that fast mail steamers, adhering strictly to schedule time between the Pacific coast and Manila and calling at other ports at regular intervals, were under contract with this Government, the mail service as well as the commercial interests of this country would be greatly advanced.

Parcels post.—There are at present 21 parcels-post conventions operative between the United States and various countries. With the two exceptions of Germany and New Zealand these conventions are with countries of the Western Hemisphere. The convention with Germany has furnished interesting statistics for the year ended June 30, 1901, which will be found in the report of the Superintendent of Foreign Mails. Special interest attaches to the convention with Germany for the reason that it is thus far the only convention negotiated with any of the principal countries of Europe. The close relations which have existed between Germany and the United States in the conduct of sea-post service for a number of years opened the way, perhaps, for a parcels-post convention. It must be said that Germany was particularly well equipped for such service, having had for many years a finely developed domestic packet post, which was readily adapted to the special conditions insisted upon by the United States in all conventions negotiated with other countries. The first year's experience revealed the fact that the average weight of parcels received

ment proper and in the Railway Mail Service, to work overtime much of the year, and while they have responded cheerfully and with alacrity to every call made upon them it is due to them and to the efficiency of the service that the very conservative estimate for increased clerical force in connection with this Bureau be fully provided for by Congress.

In closing this my fifth annual report it is due to the officials of this office more directly associated with me, and to the entire clerical force of the Bureau, to say that the longer I am permitted to be with them the more gratefully do I recognize the intelligence, efficiency, and fidelity with which they are serving the Government.

Very respectfully,

W. S. SHALLENBERGER,

Second Assistant Postmaster-General.

Hon. CHARLES EMORY SMITH,

Postmaster-General.

A.—Annual rate of expenditures, appropriations, and estimates for mail service.

Items.	Annual rate of expenditure—		Percentage of increase or decrease in annual rate of expenditure from 1900 to 1901.		Appropriation for 1902.	Percentage of increase or decrease in appropriation for 1902 as to annual rate of expenditure for 1901.		Estimate for 1903.	Percentage of increase or decrease in estimate for 1903 as to appropriation for 1902.	
	June 30, 1900.	June 30, 1901.	Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes.....	\$5,138,378.404	\$5,204,416.864	1.38		\$6,580,000.00	7.21		\$6,715,000.00	20.34	
Transportation by steamboat routes.....	515,047.13	542,865.32	5.42		586,000.00	7.92		641,000.00	9.38	
Transportation by railroad routes.....	33,424,962.15	33,861,890.24	1.36		34,700,000.00	2.41		36,260,000.00	4.49	
Transportation by regulation, screen, or other wagon service.....	733,114.55	737,882.94	.68		800,000.00	8.49		840,000.00	5	
Transportation by electric or cable car service.....	318,282.42	362,614.17	13.93		400,000.00	10.31		450,000.00	12.50	
Railway-post-office car service.....	4,308,995.69	4,638,234.03	6.16		4,816,000.00	3.68		5,104,960.00	6	
Railway mail service.....	8,946,424.00	9,079,665.74	8.19		10,374,700.00	7.18		11,084,496.00	6.97	
Mail-messenger service.....	932,983.37	946,811.76	6.73		1,063,000.00	4.23		1,063,000.00	4.33	
Pneumatic-tube service.....	222,266.00	222,266.00						500,000.00		
Necessary and special facilities on trunk lines.....	195,722.50	195,882.50			195,238.75					
Mail bags, etc.....	274,800.03	269,312.84	1.99		278,000.00	2.11		275,000.00		
Mail locks and keys, etc.....	42,705.87	40,451.64	5.27		43,000.00	6.30		43,000.00		
Repair shop for mail equipments.....	8,238.24	8,263.86			8,500.00	2.85		8,500.00		
Miscellaneous items, office of Second Assistant Postmaster-General.....	998.70	1,069.63		3	1,000.00	3.13		1,000.00		
Total for inland mail service.....	55,117,952.954	56,778,818.534	3.01		58,813,438.75	3.99		63,019,966.00	7.14	
Foreign mail service:										
Transportation.....	1,956,701.87	1,904,249.60	2.43		2,549,000.00	27.18		2,542,000.00		0.27
Balances due foreign countries.....	143,563.95	144,866.03			150,000.00	7.35		160,000.00	3.22	
Total.....	57,218,218.774	58,927,453.164	2.98		61,522,438.75	4.40		65,721,966.00	6.82	

¹ Reported by Auditor as per accounts stated to September 30, 1901.

B.—Table of star, steamboat, special office, railroad, mail-messenger, regulation, screen,

[The entire service on each route is included in the amount opposite the State or Territory under

States and Territories.	Star service.			Steamboat service.		
	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine	3,669.98	2,998,469.52	101,570.93	302.82	154,093.46	15,508.12
New Hampshire	1,168.85	789,372.48	34,399.97	74	19,864	1,689.00
Vermont	1,523	1,106,229.28	42,938.34			
Massachusetts	1,053.25	899,323.36	41,197.94	83.25	69,848.48	13,405.06
Rhode Island	186.12	176,062.64	9,111.48	43.12	40,240.72	14,450.00
Connecticut	646.01	550,784	24,648.06			
New York	7,789.10	5,372,870.88	215,580.16	174.67	128,950.64	13,644.56
New Jersey	983.58	780,430.48	34,291.99			
Pennsylvania	9,356.85	6,109,950.08	255,113.33			
Delaware	303.15	218,057.84	8,217.63			
Maryland	2,401.15	1,582,427.60	61,118.35	1,890.64	691,593.52	26,486.66
Virginia	11,299.06	6,581,619.20	190,929.72	822.95	420,655.04	43,761.23
West Virginia	6,679.89	3,255,037.92	122,196.61	20	12,480	545.00
	47,009.99	29,765,635.28	1,141,814.50	3,411.45	1,537,725.86	129,489.63
North Carolina	10,507.13	5,194,508.60	145,690.87	446.87	160,910.88	10,024.00
South Carolina	4,250.41	2,112,834.88	68,012.08	117.41	62,896.80	5,325.00
Georgia	8,001.45	3,800,910.88	112,860.09	33	23,712	2,000.00
Florida	3,483.42	1,490,802.56	55,611.06	1,105.78	445,911.44	113,306.01
Porto Rico				4,868.25	156,014	55,200.00
Alabama	9,208.93	4,207,822.32	129,794.19	23.25	16,926	1,800.00
Mississippi	8,231.48	3,770,219.44	120,179.41	58.50	24,180	1,977.00
Tennessee	9,808.05	5,136,598.48	149,631.62	123.37	45,080.88	2,988.00
Kentucky	11,007.21	6,634,643.04	177,753.49	407.85	260,552.40	19,200.00
	64,498.08	31,348,335.20	959,082.80	6,677.78	1,196,154.40	211,820.01
Ohio	6,681.17	4,182,535.76	145,420.60	80	16,640	300.00
Indiana	4,545.49	2,782,399.12	91,279.55			
Illinois	3,883.24	2,868,761.92	82,455.19			
Michigan	4,822.99	2,765,030.32	106,249.72	632.75	194,105.20	9,915.17
Wisconsin	5,442.95	2,917,136.52	110,666.54	125	32,760	2,380.00
Minnesota	5,903.95	2,604,303.52	104,262.82	124	15,376	1,188.00
Iowa	3,373.53	1,934,445.76	65,894.27			
Missouri	11,516.10	6,579,058.72	202,272.06			
	46,169.43	26,108,670.64	908,500.75	961.75	258,881.20	13,783.17
Arkansas	8,798.62	4,177,473.04	128,804.87	637	177,736	28,048.00
Louisiana	4,643.86	2,036,685.04	73,590.94	579.66	203,523.84	21,097.46
Texas	18,412.10	8,983,097.92	289,960.52			
Indian Territory	2,883.79	1,477,722.48	45,613.89			
Oklahoma	4,327.86	2,406,129.44	73,480.78			
Kansas	4,807.75	2,339,240.64	62,950.61			
Nebraska	4,624.67	2,059,571.28	64,931.55			
South Dakota	4,666.03	1,704,185.60	66,761.86			
North Dakota	4,213.77	1,778,558.80	70,339.99			
Montana	4,702.76	1,748,096.44	104,307.66			
Wyoming	8,900.14	1,641,624.24	107,222.25			
Colorado	4,130.58	1,809,639.52	96,361.28			
New Mexico	3,402.32	1,338,596.40	58,791.60			
Arizona	2,826.82	988,412.88	60,887.91			
Utah	2,584.17	1,235,419.12	57,540.84			
Idaho	4,010.92	1,708,832	109,478.42			
Washington	3,354.27	1,438,671.52	90,174.94	1,152.35	504,156.64	46,713.32
Oregon	6,935.24	3,044,080	185,465.23	171.04	106,728.96	8,133.00
Nevada	3,965.76	1,965,076.48	77,855.76			
California	9,667.71	4,701,274.24	245,177.70	954.37	200,040.88	18,384.30
Alaska	2,821	114,614	126,820.56	19,425.50	467,310	65,516.43
	109,679.64	47,181,900.08	2,195,518.51	22,919.92	1,659,496.32	187,892.51
Total	267,357.14	134,404,541.20	5,204,416.86	33,970.90	4,652,257.78	542,985.32

or other wagon service, and electric and cable car service in operation June 30, 1901.

which the route is numbered, though the route may extend into other States or Territories.]

Special office service.		Railroad service.					States and Territories.
Length of routes.	Distance traveled per annum.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure for transportation.	Annual rate of expenditure for railway post-office cars.	Annual rate of expenditure for railroad service.	
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
208.85	48,440.80	1,794.52	2,759,042.29	249,825.48	19,747.75	289,573.23	Me.
19.76	4,110.08	989.93	2,214,422.53	136,855.33	19,931.25	146,786.58	N. H.
50	104	892.89	2,183,909.87	149,163.60	17,417.00	160,580.60	Vt.
19.65	4,087.20	2,124.41	8,266,073.41	582,431.56	93,435.22	675,866.78	Mass.
26	5,406	187.10	763,422.84	19,436.46	.....	19,436.46	R. I.
.....	.....	1,255.15	5,866,942.61	474,561.25	90,467.20	555,028.45	Conn.
148.16	30,817.28	8,049.89	22,586,086.60	2,254,730.28	801,162.20	2,555,892.48	N. Y.
19.50	6,064	1,806.41	6,935,685.71	467,183.18	78,792.00	545,975.18	N. J.
84.83	52,621.92	7,183.93	17,995,875.28	1,485,368.00	231,139.30	1,716,502.80	Pa.
9	2,808	285.26	409,818.01	35,112.00	.....	35,112.00	Del.
26.50	8,268	1,622.79	6,740,852.84	663,285.86	117,264.70	780,550.56	Md.
455.62	142,158.44	4,086.45	6,052,954.45	804,296.99	137,850.10	942,147.09	Va.
290.63	90,676.56	1,478.74	2,234,504.67	191,002.42	15,783.00	206,785.42	W. Va.
1,308.50	390,579.28	31,706.47	85,009,591.11	7,507,247.41	1,102,969.72	8,610,237.13	
201.75	62,946	4,096.57	5,448,784.98	766,173.92	87,512.00	853,685.92	N. C.
145.98	45,545.76	2,597.45	3,722,390.45	309,973.31	32,142.10	342,115.41	S. C.
506.38	157,678.56	6,148.08	9,362,521.33	785,410.79	55,206.50	840,617.29	Ga.
246	51,168	2,504.04	2,705,336.88	251,806.19	15,392.75	267,197.94	Fla.
409.08	127,632.96	3,167.55	8,738,103.22	377,541.46	39,211.00	416,752.46	P. R.
398.25	82,836	4,979.41	4,906,067.58	484,844.32	48,495.20	533,339.52	Ala.
232	72,394	2,326.70	3,486,548.92	315,696.44	35,587.45	351,283.89	Miss.
297.20	92,726.40	3,753.25	7,281,619.66	707,381.63	100,599.50	807,981.13	Tenn.
2,435.64	692,917.68	28,073.05	40,651,362.97	3,998,827.06	414,146.50	4,412,973.56	Ky.
36.50	11,388	11,761.28	27,041,874.97	4,271,667.16	884,566.90	5,156,234.06	Ohio.
80.50	25,116	4,806.29	9,622,793.78	1,091,296.03	221,372.40	1,312,667.43	Ind.
121.37	25,244.96	10,948.18	20,921,046.34	2,221,641.32	390,872.15	2,612,513.47	Ill.
339.75	106,002	6,789.40	11,486,290.08	968,538.14	75,438.10	1,043,976.24	Mich.
125.25	39,078	6,219.10	9,331,076	1,012,435.25	126,226.75	1,138,662.00	Wis.
619.80	128,918.40	7,240.47	8,492,091.40	1,064,703.34	113,237.65	1,177,940.99	Minn.
86.25	26,910	8,524.88	11,732,453.47	1,802,868.60	183,962.20	1,486,830.80	Iowa.
141.41	44,119.92	6,503.80	10,446,753.71	1,321,456.46	202,075.70	1,523,531.16	Mo.
1,550.83	406,777.28	62,192.40	109,074,379.70	13,254,604.80	2,197,741.85	15,452,346.15	
276.75	86,346	2,853.05	3,466,478.92	466,637.35	96,677.70	563,315.05	Ark.
326.50	101,868	2,135	2,156,732.31	221,751.04	21,109.75	242,860.79	La.
688.50	143,206	9,517.17	11,681,557.43	1,182,300.85	34,601.95	1,216,902.80	Tex.
159.50	49,764	2,878.82	2,616,337.22	312,675.79	28,517.85	341,193.64	Ind. T.
190.75	59,514	848.26	693,628.44	71,717.93	8,846.75	75,564.68	Okla.
118.75	24,700	9,851.03	11,089,001.82	1,307,838.54	118,579.65	1,426,418.19	Kans.
38.50	12,012	7,066.15	9,179,272.61	1,573,080.01	246,590.82	1,819,670.83	Nebr.
146	30,368	2,256.12	1,664,041.47	221,306.65	4,388.00	225,694.65	S. Dak.
551	114,608	3,608.13	2,908,172.01	688,486.31	80,783.50	769,268.81	N. Dak.
264.50	56,016	1,833.24	1,238,950.39	135,888.24	1,774.75	137,662.99	Mont.
379.50	78,986	1,117.92	791,948.56	224,706.38	49,436.12	274,141.50	Wyo.
215	67,080	3,839.80	4,939,925.69	517,623.83	14,214.00	531,837.83	Colo.
249	77,698	1,630.43	1,266,006.90	191,062.25	9,707.50	200,769.75	N. Mex.
175	54,600	1,152.58	880,133.81	136,309.87	.....	136,309.87	Ariz.
46.50	14,508	1,682.69	1,684,023.69	177,103.71	.....	177,103.71	Utah.
92.25	19,188	423.89	801,953.60	24,675.62	.....	24,675.62	Idaho.
213.58	66,636.96	2,416.22	2,112,858.38	301,575.96	9,987.50	311,563.46	Wash.
510.54	96,888.48	1,561.36	1,556,573.07	229,254.11	38,820.77	268,074.88	Oreg.
330	68,640	611	318,985.10	39,733.81	.....	39,733.81	Nev.
659	205,608	5,703.71	7,481,209.89	1,096,965.22	164,319.35	1,261,304.57	Cal.
7,068	169,632	.....	.....	.....	.....	.....	Alaska.
12,499.12	1,596,809.44	61,386.62	67,877,991.31	9,120,711.47	923,355.96	10,044,067.43	
17,794.09	3,087,083.68	183,358.54	302,613,325.09	33,881,390.24	4,638,234.03	38,519,624.27	

B.—Table of star, steamboat, special office, railroad, mail-messenger, regulation, screen, or

[The entire service on each route is included in the amount opposite the State or Territory under

States and Territories.	Mail-messenger service.			Regulation, screen, or other wagon service		
	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine	129.18	209,835.60	19,212.40	5.52	26,520.26	3,665.50
New Hampshire	83.13	147,652.96	12,560.50	1.72	14,351.80	2,575.00
Vermont	60.27	110,765.20	10,142.72	.86	4,621.76	1,048.00
Massachusetts	137.06	382,005.52	39,825.48	17.35	157,731.10	44,066.00
Rhode Island	17.18	44,497.44	4,219.00	4.06	27,786.60	3,496.00
Connecticut	74.74	203,410.48	17,955.58	4.91	44,644.76	6,916.99
New York	547.96	1,664,404.56	120,823.39	398.90	1,243,610.28	276,382.96
New Jersey	134.15	313,974.96	23,069.08	36.68	75,154.56	8,962.00
Pennsylvania	504.68	991,791.84	95,827.63	44.33	247,846.21	45,824.99
Delaware	18.66	86,720.32	2,722.50	5.02	14,158.66	1,097.50
Maryland	81.16	137,732.40	11,442.12	45.44	176,101.02	31,167.00
Virginia	180.64	286,189.28	21,102.94	26.98	43,151.28	7,554.99
West Virginia	59.02	117,236.08	11,648.69	3.89	10,444.72	1,356.99
	2,027.85	4,646,216.64	395,546.98	590.65	2,085,472.81	434,332.92
North Carolina	75.21	113,838.40	8,911.97	7.32	21,918	3,248.00
South Carolina	46.70	70,890.56	6,270.65	11.54	30,430.92	4,025.00
Georgia	84.40	130,403.52	10,643.51	13.04	34,795.80	6,875.89
Florida	85.68	124,445.36	12,778.59	2.06	12,340.56	2,592.00
Porto Rico						
Alabama	83.50	124,306	11,365.32	2.73	10,683.92	1,999.00
Mississippi	50.33	87,828	8,027.14	3.66	7,634.12	1,869.00
Tennessee	72.96	122,255.12	11,389.85	26.08	64,249.12	9,569.00
Kentucky	75.06	161,529.68	15,057.74	10.29	52,838.76	8,673.00
	573.83	985,496.64	84,444.77	76.67	234,891.20	38,350.89
Ohio	403.64	799,559.28	70,996.29	57.62	277,070.53	39,632.00
Indiana	166.86	382,475.60	37,851.96	34.42	86,002.06	10,762.00
Illinois	195.56	450,807.76	45,618.06	170.67	631,612.76	88,194.00
Michigan	212.80	487,963.84	42,329.04	86.02	136,568.32	12,396.00
Wisconsin	149.88	316,989.92	32,165.71	23.88	73,796.24	9,266.00
Minnesota	90.39	186,546.88	20,562.85	16.41	59,593.98	9,632.00
Iowa	166.63	382,108.48	40,296.69	20.82	61,439.12	9,390.00
Missouri	131.70	288,966.08	27,667.58	64.56	162,545.60	28,390.00
	1,517.46	3,296,417.84	317,477.17	413.42	1,478,623.63	207,712.00
Arkansas	60.14	96,363.28	9,472.02	3.40	11,517.96	1,695.00
Louisiana	106.20	162,839.04	17,447.90	56.59	84,211.86	9,680.00
Texas	116.62	173,025.84	20,784.94	31.01	75,119.66	6,476.00
Indian Territory	17.53	22,644.96	2,966.80			
Oklahoma	17.94	36,029.76	4,796.50			
Kansas	168.85	360,850.24	35,440.46	25.44	67,286.74	9,972.40
Nebraska	72.68	163,240.48	18,930.15	13.44	41,870.16	4,716.00
South Dakota	17.97	28,513.68	4,264.00	2.71	3,562.06	612.00
North Dakota	12.83	14,392.56	2,918.85	1.07	2,642.64	612.00
Montana	28.50	41,549	6,256.00	2	5,564	1,360.00
Wyoming	10.06	10,042.24	1,592.00			
Colorado	28.10	46,540	8,424.90	4.98	14,968.38	2,544.00
New Mexico	13.24	21,008	2,693.49			
Arizona	6.48	7,067.84	1,675.50			
Utah	53.14	77,830.48	6,886.65	1.65	7,645.27	1,111.00
Idaho	21.39	21,526.96	3,797.00			
Washington	64.02	85,425.60	16,976.50	7.79	7,750.48	1,790.00
Oregon	34.32	58,894.56	6,165.20	18.13	26,655.58	3,565.73
Nevada	2.16	1,503.84	515.00			
California	107.96	237,578.64	24,745.98	22.74	110,803.64	12,883.00
Alaska	11.61	7,348.64	1,600.00			
	972.02	1,664,215.64	198,342.84	190.90	459,108.37	56,987.13
Total	5,091.16	10,541,346.76	995,811.76	1,271.64	4,268,096.01	787,382.94
Railway Mail Service						
Mail equipments						
Pneumatic-tube service						
Necessary and special facilities on trunk lines						
Special office service						
Aggregate						

other wagon service and electric and cable car service in operation June 30, 1901.—Cont.

which the route is numbered, though the route may extend into other States or Territories.]

Electric and cable car service.			Total service.			States and Territories.
Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Total length of routes.	Total distance traveled per annum.	Total annual rate of expenditure.	
<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	
56.92	98,086.45	3,323.01	6,167.79	5,684,488.38	412,863.19	Me.
61.05	100,172.64	4,545.05	2,848.44	3,289,946.49	202,546.10	N. H.
25.86	68,657.42	2,064.09	2,503.38	3,474,287.53	216,773.75	Vt.
275.49	643,272.91	35,871.73	8,710.43	10,422,341.98	860,232.99	Mass.
36.17	48,898.12	1,674.92	499.74	1,106,261.36	52,586.86	R. I.
100.36	211,141.26	6,640.10	2,061.17	6,876,823.11	611,189.17	Conn.
349.64	876,082.93	43,408.00	17,453.32	31,902,773.12	3,225,786.55	N. Y.
82.48	176,614.87	5,397.11	3,011.80	8,237,944.58	622,713.31	N. J.
380.79	967,930.79	60,679.95	17,564.91	26,385,516.12	2,173,948.20	Pa.
133.76	460,611.19	42,840.54	621.09	681,562.73	47,149.63	Del.
38.67	36,128.22	1,146.63	6,201.44	9,797,686.67	953,105.28	Md.
11.50	27,450.10	848.18	16,910.37	13,562,850.86	1,206,842.60	Va.
			8,543.67	5,747,880.06	343,380.89	W. Va.
1,552.69	3,734,991.90	207,939.31	87,607.60	127,170,212.88	10,918,860.47	
7	9,842		15,335.85	11,012,243.86	1,021,580.76	N. C.
12.76	19,499.84	646.63	7,182.25	6,064,429.21	426,394.77	S. C.
7.87	4,926.62	200.00	14,793.22	13,514,948.71	972,196.78	Ga.
1.95	1,220.70	150.00	7,428.93	4,831,225.50	451,635.59	Fla.
12.86	25,488.52	764.64	4,368.25	156,014	55,200.00	P. R.
			12,907.90	8,250,962.94	562,475.61	Ala.
46.59	76,554.12	2,865.30	12,221.63	8,878,755.09	665,392.07	Miss.
28.09	74,833.06	2,244.99	12,635.70	9,008,672.64	627,277.66	Tenn.
117.12	211,866.86	6,371.56	15,578.44	13,558,773	1,080,910.35	Ky.
439.15	759,380.68	25,911.95	19,459.36	33,068,449.22	5,438,544.904	Ohio.
47.71	70,871.16	1,848.80	9,680.27	12,949,657.74	1,454,409.74	Ind.
96.47	365,596.16	36,921.68	14,815.49	24,758,068.90	2,865,702.39	Ill.
180.69	247,065.41	9,296.72	13,013.40	15,423,020.12	1,224,162.88	Mich.
13.97	23,696.53	806.32	12,100.04	12,794,582.21	1,298,945.57	Wis.
63.77	134,496.88	4,041.23	14,068.79	11,621,327.06	1,317,627.89	Minn.
41.76	104,266.87	3,129.28	12,213.87	14,241,623.70	1,605,580.04	Iowa.
98.72	340,475.82	39,520.19	18,446.31	17,851,919.85	1,821,370.99	Mo.
982.24	2,045,848.51	121,475.17	113,787.53	142,668,598.80	17,021,294.414	
			12,628.96	8,015,915.20	731,334.94	Ark.
			7,847.31	4,745,910.09	364,627.09	La.
6.70	10,983.60	329.50	28,771.10	20,776,992.44	1,534,453.76	Tex.
			5,439.94	4,166,468.66	389,764.33	Ind. T.
			5,384.81	3,195,301.64	153,841.96	Okla.
20.66	64,651.90	1,939.55	14,471.82	13,771,079.44	1,534,781.86	Kans.
			11,836	11,520,118.43	1,910,188.08	Nebr.
			7,088.83	3,480,690.81	297,332.01	S. Dak.
			8,396.80	4,618,374.01	843,139.65	N. Dak.
			6,331	3,089,174.38	249,586.55	Mont.
			5,407.62	2,422,551.04	382,955.75	Wyo.
39.38	66,545.91	2,037.90	8,257.79	6,944,689.45	640,205.91	Colo.
			5,246.04	2,653,899.30	262,254.84	N. Mex.
			4,100.86	1,980,264.53	198,873.28	Ariz.
16.91	19,452.68	583.58	4,285.06	2,938,879.24	243,228.78	Utah.
			4,548.45	2,046,500.56	137,951.04	Idaho.
73.67	85,019.62	2,802.86	7,281.90	4,300,019.10	470,021.08	Wash.
42.54	71,233.15	2,136.96	9,073.17	4,961,063.80	473,561.044	Oreg.
106.12	278,814.57	16,997.79	4,908.92	1,564,205.42	118,104.57	Nev.
			17,221.61	13,165,329.86	1,579,493.34	Cal.
			29,826.11	758,804.64	193,936.99	Alaska.
304.88	596,701.33	26,828.13	207,953.10	121,036,222.49	12,709,636.864	
2,956.93	6,589,408.60	362,614.17	511,800.40	466,146,059.12	46,362,835.324	
					9,679,086.74	
					318,028.34	
					222,266.00	
					195,682.50	
					32,398.15	
					56,810,242.064	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	MAINE.			Dollars.	Dollars.		Miles.	Dollars.	Dollars.		Agreement.
101001	Carbo and Limestone	Bangor and Aroostook R. R. Co.	16.62	.....	330.00	6	.....	.....	.....	.....	.....
101002	Newport and Foxcroft	Maine Central R. R. Co.	29.91	108.48	8,094.48	12	.....	.....	.....	.....	.....
101003	Bangor and Brunswick	do.	68.24	131.67	8,326.81	12	.....	.....	.....	.....	.....
101004	Bellevue and Burnham	do.	88.56	137.99	8,369.74	13	.....	.....	.....	.....	.....
101005	Cumberland Junction (n. o.) and Skowhegan.	do.	91.13	159.03	14,500.35	26.64	.....	.....	.....	.....	.....
101006	Portland and Bangor	do.	135.81	492.48	66,883.70	19.76	135.17	125.00	16,896.25	2 lines 60 feet; 1 line 40 feet.	.....
101007	Portland, Me., and Norton Mills, Vt.	Grand Trunk Rwy. Co. of Canada	165.55	153.90	25,478.14	20.46	.....	.....	.....	.....	.....
101008	Portland, Me., and Roches- ter, N. H.	Boston and Maine R. R.	53.16	157.82	8,363.13	14.61	.....	.....	.....	.....	.....
101009	Brownville and Katahdin Iron Works.	Bangor and Aroostook R. R. Co.	13.05	42.75	557.88	6	.....	.....	.....	.....	.....
101010	Portland, Me., and Fabyan House, N. H.	Maine Central R. R. Co.	88.06	134.24	11,821.17	12	.....	.....	.....	.....	.....
101011	Brunswick and Bath	do.	9.15	180.41	1,650.75	34.50	.....	.....	.....	.....	.....
101012	Bangor and Vanceboro	do.	114.83	228.25	26,214.54	20.79	114.06	25.00	2,851.50	1 line 40 feet.	.....
101013	Bangor and Bucksport	do.	20.33	88.20	1,894.75	15	.....	.....	.....	.....	.....
101014	Milo Junction and Green- ville Junction.	Bangor and Aroostook R. R. Co.	43.84	85.50	4,175.82	8.20	.....	.....	.....	.....	.....
101015	Bath and Rockland	Maine Central R. R. Co.	48.05	150.48	7,280.56	12	.....	.....	.....	.....	.....
101016	Houlton and New Bruns- wick Line (n. o.).	Canadian Pacific Rwy. Co.	4.00	42.75	171.00	12	.....	.....	.....	.....	.....
101017	Calais and Princeton	St. Croix and Penobscot R. R. Co.	21.35	42.75	912.71	6	.....	.....	.....	.....	.....
101018	Oakland and Bingham	Somerset Rwy.	41.66	71.82	2,992.02	12	.....	.....	.....	.....	.....
101019	Poland Spring Junction (n. o.) and Rumford Falls.	Portland and Rumford Falls Rwy.	52.87	113.72	6,012.37	12.65	.....	.....	.....	.....	.....
101020	Farmington and Phillips Junction	Sandy River R. R. Co.	18.34	75.24	1,379.90	18	.....	.....	.....	.....	.....
101021	Lewiston and Lewiston Junction.	Grand Trunk Rwy. Co. of Canada.	5.50	44.46	244.53	9	.....	.....	.....	.....	.....
101022	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R. Co.	16.14	51.30	827.96	12	.....	.....	.....	.....	.....
101023	Monson Junction (n. o.) and Monson.	Monson R. R. Co.	6.25	42.75	267.18	15	.....	.....	.....	.....	.....

No.	Locality.	Company.	Capital.	Stock.	Assets.	Liabilities.	Surplus.	Total.
101024	Bangor and Mount Desert Ferry.	Maine Central R. R. Co.	43.19	141.93	6,129.96	12		
101025	Strong and Carrebasett.	Franklin and Megantic Rwy. Co.	25.34	42.75	1,083.28	9.60		
101026	Hardland and Pittsfield.	Sebasticock and Moosehead R. R. Co.	8.43	44.46	374.79	18		
101027	Kennebunk Port and Kennebunk Station (n. o.).	Boston and Maine R. R.	4.69	49.59	282.57	26		
101028	Vacant.	Bridgton and Saco River R. Co.	5.67	42.75	242.89	6		
101029	Harrison and Bridgton.	Canadian Pacific Rwy. Co.	68.30	42.75	2,919.82	6		
101031	Greenville and Boundary Line (n. o.).	Kennebec Central R. R. Co.	5.17	50.45	280.82	18		
101032	Togus and Randolph.	Phillips and Rangeley R. R. Co.	28.01	57.29	1,661.98	9		
101033	Union and West Warren.	Georges Valley R. R. Co.	8.24	44.46	386.35	12		
101034	Washington Junction (n. o.).	Washington County R. R. Co.	102.24		4,370.76	6		
101035	and Calais.	do.	16.27		696.54	6		
101036	Ayers and Eastport.	Bangor and Arrostook R. R. Co.	13.90	50.45	701.25	15		
101037	Vacant.	do.	188.56	129.11	24,344.98	17.45		
101038	Fort Fairfield and Phair.	Portland and Rumford Falls Rwy.	11.21		479.22	6		
101040	Albion and Wicasset.	Wicasset and Quebec R. R. Co.	44.59	76.95	8,431.20	12		
101041	Rumford Falls and Bemis.	Rumford Falls and Rangeley Lakes R. R. Co.	28.14	42.75	1,202.98	12		
101042	Vanburen and Caribou.	Bangor and Arrostook R. R. Co.	33.52		1,005.60	6		
101043	Bigelow and Carrebasett.	Franklin and Megantic Rwy. Co.	6.28	42.75	268.47	6		
101044	Ashland Junction (n. o.).	Bangor and Arrostook R. R. Co.	48.11	42.75	1,842.98	12		
101045	Vacant.	Maine Central R. R. Co.	4.79	130.82	626.62	87		
101046	Lewiston and South Lewis.	Bangor and Arrostook R. R. Co.	6.42	42.75	274.45	6		
101047	Patten and Patten Junction (n. o.).	do.						
			1,794.52		249,826.45			19,747.75
102001	Vacant.	Boston and Maine R. R.	40.50	108.46	4,190.13	18		
102002	Manchester and Portsmouth.	do.	26.04	70.97	1,848.05	12		
102003	Manchester and Henniker.	do.	24.03	82.08	1,972.88	12		
102004	Hooksett and Center Barnstead.	do.						

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEW HAMPSHIRE—cont'd.										
102005	Beecher Falls, Vt., and Coos, N. H.	Maine Central R. R. Co.	Miles. 22.74	Dollars. 71.82	Dollars. 1,688.18	12			Dollars.		
102006	{Groveton, N. H., and Boston, Mass.	{Boston and Maine R. R.	220.31	258.08	55,756.05	43.64	{ 37.68 73.59 }	{ 25.00 75.00 }	{ 6,461.25 }	{ 1 line 40 feet. 3 lines 40 feet.	Meredith to Concord, N. H. Concord, N. H., to Boston, Mass.
102007	Fabyan House and Wing Road (n. o.).	do.	13.50	42.75	577.12	12					
102008	Concord, N. H., and White River Junction, Vt.	do.	69.49	284.20	18,356.25	28.75	69.40	50.00	3,470.00	2 lines 40 feet.	
102009	Concord and Claremont Junction.	do.	56.80	115.43	6,498.70	12.68					
102010	Concord and Peterboro.	do.	32.87	65.84	2,154.16	16.01					
102011	Nashua and Keene.	do.	56.86	96.62	5,434.81	14.97					
102012	Rochester, N. H., and Worcester, Mass.	do.	94.43	165.87	15,663.10	21.80					
102013	Vacant.	do.									
102014	Conway Junction (n. o.) and North Conway.	do.	71.82	138.51	9,947.78	14.01					
102015	Salem and Wellsboro.	do.	12.13	51.30	622.26	12					
102016	Portsmouth and Lakeport.	do.	66.29	66.69	3,738.98	15.50					
102017	Fabyan House, N. H., and South Lunenburg, Vt.	Maine Central R. R. Co.	20.96	94.06	1,973.16	12					
102018	Whitefield Junction (n. o.) and Jefferson.	Boston and Maine R. R.	11.66	42.75	498.32	12					
102019	Belmont and Tilton.	do.									
102020	Franklin and Bristol.	do.	6.85	42.75	292.83	12					
102021	Rollingsford (n. o.) and Somersworth.	do.	18.86	46.71	811.08	32					
102022	Plymouth and Lincoln.	do.	21.91	84.65	1,854.68	12.59					
102023	Madawask and Berlin.	do.	21.66	42.75	921.69	12					
102024	Vacant.	do.									
102025	Quebec Junction (n. o.) and North Stratford Station (n. o.).	Maine Central R. R. Co.	82.46	42.75	1,387.66	10.09					
102026	Franklin Junction (n. o.) and Tilton.	Boston and Maine R. R.	5.49	42.75	234.63	11.90					

102027	New Boston and Parkers Station (n.o.)	.....do.....	5.46	42.75	233.41	12				
	VERMONT.		989.93		136,855.33	/		9,931.25		
103001	Wilmington, Vt., and Hoo-sec Tunnel Sta. (n.o.), Mass.	Hoosec Tunnel and Wil-mington R. R. Co.	24.25	46.17	1,119.62	6				
103002	Windsor, Vt., and Rouse Point, N. Y.	Central Vermont Rwy. Co.	158.77	236.84	37,603.06	44.03	50.00	6,725.00	2 lines 40 feet.	Windsor to St. Albans, Vt.
103003	Vacant.	Boston and Maine R. R.	49.30	250.52	12,350.63	25	50.00	2,442.00	2 lines 40 feet.	
103005	Brattleboro and Windsor... Vacant.	Central Vermont Rwy. Co.	10.50	169.29	1,777.54	21.67				
103007	Swanton Junction and Can-ada Line (n.o.).	.....do.....	28.76	97.47	2,803.23	12				
103008	St. Albans and Richford... Leicester Junction, Vt., and Addison Junction, N. Y.	Rutland R. R. Co.	15.84	42.75	677.16	9				
103009	Richford and Newport.... White River Junction and Derby Line.	Canadian Pacific Rwy. Co. Boston and Maine R. R.	22.13 111.20	68.40 204.64	1,513.69 21,533.56	16 25.41	50.00	5,237.50	2 lines 40 feet.	White River Junc-tion to Newport, Vt.
103011	South Lunenburg and Swan-ton.	.....do.....	118.43	107.73	12,766.46	9.68				
103012	Wells River and Montpelier.	Montpelier and Wells River R. R.	38.89	106.88	4,156.56	12				
103013	White River Junction and Woodstock.	Woodstock Rwy. Co.	14.49	64.13	929.24	18				
103014	Burlington and Cambridge Junction.	Central Vermont Rwy. Co.	34.03	147.92	5,033.71	19.48				
103015	Rutland and Bennington..	Bennington and Rutland Rwy. Co.	58.15	177.84	10,341.39	30.91				
103016	Brattleboro and South Lon-donderry.	Central Vermont Rwy. Co.	36.32	66.69	2,422.18	9				
103017	Montpelier Junction (n.o.) and Williamstown.	.....do.....	14.97	63.27	947.15	23.58				
103018	North Bennington and State Line (n.o.).	Bennington and Rutland Rwy. Co.	1.85	138.10	347.98	31				
103019	Barre and Junction (n.o.).	Montpelier and Wells River R. R.	4.22	42.75	180.40	6				
103020	Bristol and New Haven De-pot (n.o.).	Bristol R. R. Co.	6.59	47.88	315.52	12				
103021	Bellevue Falls and Burling-ton.	Rutland R. R. Co.	119.89	196.65	23,576.36	26.80	119.70	2,992.50	1 line 40 feet.	
103022	State Line (n.o.) Vt., and Hoosic Junction (n.o.), N. Y.	Boston and Maine R. R.	5.04	188.96	952.35	31				
103023	Rochester and Bethel....	White River Valley R. R.	19.27		823.79	6				Agreement.
			892.89		143,163.60			17,417.00		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MASSACHUSETTS.											
104001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	108.10	Dollars, 732.34	Dollars, 70,209.19	64.74	Miles, 108.10	Dollars, 112.50	Dollars, 12,161.25	1½ lines 60 ft.; ¼ lines 40 ft.	
104002	Boston and West Lynn (n.o.)	do.	12.57	74.39	985.06	26.98					
104003	Beverly and Rockport	do.	17.49	145.35	2,542.18	36					
104004	Salem and Marblehead	do.	4.17	49.59	206.79	80					
104005	Salem and Lawrence	do.	21.69	56.43	1,223.96	24.48					
104006	Ashland, Mass., and Valley Falls, R. I.	New York, New Haven and Hartford R. R. Co.	84.88	42.75	1,491.12	16.25					
104007	Salisbury and Amesbury	Boston and Maine R. R.	4.09	130.82	585.05	48					
104008	Wenham Depot and Essex	do.	5.59	42.75	238.97	15					
104009	Swampscott Junction (n.o.) and Marblehead	do.	5.55	42.75	237.26	17.50					
104010	Wakefield and Peabody	do.	7.92	42.75	338.58	13.37					
104011	Boston, Mass., and Portland, Me.	do.	114.73	253.08	29,085.86	54.31	114.73	62.50	7,170.62	½ line 60 feet; ¼ lines 40 ft.	
104012	Boston and Medford	do.	5.31	65.84	349.61	47.50					
104013	Georgetown and Haverhill	do.	6.79	51.30	348.32	36					
104014	Wakefield Junction (n.o.) and Newburyport	do.	31.53	132.53	4,185.29	22.86					
104015	Newton Junction, N. H., and Merrimac, Mass.	do.	4.78	44.46	212.51	24					
104016	Nantucket and Siasconset	Nantucket Central R. R. Co.	8.70	42.75	371.92	6					
104017	Lowell and Lawrence	Boston and Maine R. R.	13.76	43.61	600.07	22.11					
104018	Winchester and Woburn	do.	2.89	68.40	163.47	67					
104019	Somerville Station (n.o.) and North Billerica	do.	20.86	112.86	2,297.82	22.32					
104020	Ayer and North Chelmsford	do.	13.55	74.39	1,007.96	12					
104021	Boston, Mass., and Troy, N. Y.	do.	190.29	247.10	47,020.65	50.82	49.60 140.69	90.00 65.00	13,008.85	1 line 50 ft.; 2 lines 40 ft.; 1 line 50 ft.; 1 line 40 ft.	Boston to Fitchburg, Mass. Fitchburg, Mass., to Troy, N. Y.
104022	Junction G. (n.o.) and South Lawrence Station (n.o.)	do.	.36	145.35	50.87	6					
104023	South Acton and Marlboro.	do.	12.62	53.87	679.83	30.71					
104024	Ayer, Mass., and Green- ville, N. H.	do.	23.88	78.66	1,878.40	18					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MASSACHUSETTS—continued.											
104043	Yarmouth Junction (n. o.) and Hyannis.	New York, New Haven and Hartford R. R. Co.	3.43	46.17	158.36	25	.....	.....	.....	.....
104049	South Framingham and Lowell.	.....do.....	23.66	96.76	2,743.52	12.78	.....	.....	.....	.....
104050	New Bedford and Tremont Junction (n. o.).	.....do.....	15.96	76.24	1,200.07	12	.....	.....	.....	.....
104051	New Bedford and Fitch- burg.	.....do.....	90.83	129.11	11,662.50	40.18	.....	.....	.....	.....
104052	East Thompson, Conn., and Southbridge, Mass.	.....do.....	17.96	67.55	1,212.52	19.91	.....	.....	.....	.....
104053	Vacant.										
104054	South Ashburnham, Mass., and Bellows Falls, Vt.	Boston and Maine R. R.	54.00	179.55	9,696.70	27.50	53.62	25.00	1,340.50	1 line 40 feet.	
104055	South Vernon Junction (n. o.), Mass., and Keene, N. H.	.....do.....	24.15	78.66	1,899.63	12.50	.....	.....	.....	.....
104056	Worcester Station (n. o.)	.....do.....	86.42	120.56	4,390.79	25.02	.....	.....	.....	.....
104057	Winchendon.	.....do.....	16.37	84.65	1,385.72	12	.....	.....	.....	.....
104058	Winchendon, Mass., and Peterboro, N. H.	.....do.....									
104059	Vacant.										
104060	Vacant.										
104061	Brattleboro, Vt., and New London, Conn.	Central Vermont Rwy. Co.	121.87	142.79	17,380.42	23.19	10.00	50.00	500.00	2 lines 40 feet.	Brattleboro, Vt., to South Vernon Junction (n. o.), Mass.
104063	Lawrence, Mass., and Man- chester, N. H.	Boston and Maine R. R.	27.11	111.15	3,013.27	23.96	.....	.....	.....	.....
104064	Brattleboro Junction (n. o.) and Kingston Station (n. o.).	New York, New Haven and Hartford R. R. Co.	32.13	122.27	3,934.64	25.23	.....	.....	.....	.....
104065	Atlantic and East Milton....	.....do.....	2.13	42.75	91.05	18	.....	.....	.....	.....
104066	Spencer and South Spencer (n. o.).	Boston and Albany R. R. Co.	2.89	53.87	128.74	30.50	.....	.....	.....	.....
104067	Springfield and South Ver- non Junction (n. o.).	Boston and Maine R. R.	49.84	272.75	13,593.86	44.83	49.84	50.00	2,492.00	2 lines 40 feet.	
104068	Springfield and Athol	Boston and Albany R. R. Co.	47.93	75.24	3,606.25	12	.....	.....	.....	.....

104069	Holyoke and Westfield	New York, New Haven and Hartford R. R. Co.	10.54	47.88	504.65	12	.....	.....	.....
104070	Asburyham Junction (n. o.), and Asburyham.	Boston and Maine R. R.	2.72	42.75	116.28	24	.....	.....	.....
104071	Van Dusen and State Line.	New York, New Haven and Hartford R. R. Co.	10.56	49.56	528.67	27	.....	.....	.....
104072	Vacant.	.....do.....	2.85	42.75	100.46	20.78	.....	.....	.....
104073	Readville (n. o.) and Dedham.	.....do.....	.....	.....	.....	.....	.....	.....	.....
104074	Boston and Riverside Junction (n. o.).	Boston and Albany R. R. Co.	12.19	142.79	1,740.61	38.62	.....	.....	.....
104075	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
104076	North Abington and Hants.	New York, New Haven and Hartford R. R. Co.	8.16	57.29	467.48	29.73	.....	.....	.....
104077	Mount Tom and Easthampton Station (n. o.).	Boston and Maine R. R.	3.56	42.75	182.19	27	.....	.....	.....
104078	Boston and Winthrop (Station X).	Boston, Revere Beach and Lynn R. R. Co.	5.40	56.43	304.72	30.55	.....	.....	.....
104079	Orient Heights (n. o.) and Revere (Station R. Boston).	.....do.....	1.81	50.45	91.31	27	.....	.....	.....
104080	Boston and Northampton.	Boston and Maine R. R.	104.60	91.49	9,569.85	11.35	.....	.....	.....
104081	Chatham Station (n. o.) and Harwich Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	7.04	47.03	331.09	12	.....	.....	.....
104082	Lowell Junction (n. o.) and Lowell Station (n. o.).	Boston and Maine R. R.	8.50	43.61	370.68	33	.....	.....	.....
104083	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
104084	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
104085	Montvale Junction (n. o.) and Stoneham.	.....do.....	2.52	57.29	144.37	49	.....	.....	.....
104086	Chicopee Junction (n. o.) and Chicopee Falls.	.....do.....	2.46	65.84	161.96	33.67	.....	.....	.....
104087	Squannacook Junction (n. o.), Mass., and Brookline, N. H.	.....do.....	13.51	42.75	577.55	15	.....	.....	.....
104088	Plymouth and East Taunton Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	24.24	45.32	1,098.55	18.24	.....	.....	.....
104089	Peabody and North Reading.	Boston and Maine R. R.	9.56	42.75	408.69	18	.....	.....	.....
104090	North Cambridge Junction (n. o.) and Waltham.	.....do.....	6.79	60.71	412.22	43	.....	.....	.....
104091	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
104092	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
104093	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
104094	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
104095	Marlboro Junction (n. o.) and Marlboro.	New York, New Haven and Hartford R. R. Co.	1.70	72.68	123.55	8	.....	.....	.....
104096	.....	.....do.....	.....	.....	.....	.....	.....	.....	.....
105001	Providence, R. I., and Worcester Station (n. o.), Mass.	.....do.....	43.68	156.47	6,834.60	99.19	.....	.....	.....
105002	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
RHODE ISLAND.			2,124.41	582,431.56	93,435.22	.....	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
RHODE ISLAND—continued.											
106008	Providence, R. I., and Will- ington, N. H.	.....do.....	Miles, 58.63	Dollars, 106.17	Dollars, 6,166.11	17.71	.....	Dollars.	.....	.....	.....
106004	Providence and Bristol	.....do.....	14.86	92.84	1,372.17	34.17	.....	.....	.....	.....	.....
106005	Warren, R. I., and Fall River, Mass.	.....do.....	9.21	76.96	708.71	33.50	.....	.....	.....	.....	.....
106006	Providence and Pawcatuck	.....do.....	23.17	104.31	2,416.96	15.51	.....	.....	.....	.....	.....
106007	West Kingston and Narra- gansett Pier	.....do.....	9.18	65.84	604.41	24	.....	.....	.....	.....	.....
106008	Auburn and Hope	New York, New Haven and Hartford R. Co.	10.78	51.30	553.01	28.10	.....	.....	.....	.....	.....
106009	Wood River Junction and Hope Valley.	Wood River Branch R. R. Co.	5.58	47.88	267.17	18	.....	.....	.....	.....	.....
106010	Vacant	New York, New Haven and Hartford R. Co.	12.01	42.75	513.42	14.18	.....	.....	.....	.....	.....
106011	Woonsocket and Harrisville	.....do.....	187.10	.....	19,436.46	.....	.....	.....	.....	.....	.....
CONNECTICUT.											
106001	Norwich, Conn., and Wor- cester, Mass.	New York, New Haven and Hartford R. Co.	59.48	136.80	8,136.96	30.80	.....	.....	.....	.....	.....
106002	New Britain and Middle- town.	.....do.....	14.45	58.14	840.12	32.68	.....	.....	.....	.....	.....
106003	Norwich and Groton Sta- tion (n. o.)	.....do.....	12.31	.....	526.25	6	72.73	430.00	.....	(4) lines 60 feet, 3 lines 55 feet, and 2 lines 50 feet.	Agreement, New York, N. Y., to New Haven, Conn., to Boston, Mass.
106004	New York, N. Y., and Bos- ton, Mass.	.....do.....	280.05	1,211.54	278,714.77	124.47	137.27	215.00	65,108.45	(2) lines 60 feet, 1 line 55 feet, and 1 line 50 feet.	New Haven, Conn., to Boston, Mass.
106005	New Haven, Conn., and Springfield, Mass.	.....do.....	62.50	890.91	55,681.87	37.58	62.50	190.00	11,875.00	1 line 60 feet, 2 lines 55 feet, and 1 line 50 feet.	.....
106006	Waterbury and Watertown.	.....do.....	6.42	54.72	351.30	15	.....	.....	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW YORK—continued.											
107003	Buffalo and Station A, Niagara Falls.	do	Miles. 27.14	Dollars. 80.37	Dollars. 2,181.24	9.56	Miles.	Dollars.	Dollars.		
107004	Newburg and Greycourt.	do	19.13	64.13	1,228.80	30.66					
107005	Rochester and Corning.	do	94.89	125.69	11,926.72	23.67					
107006	Mount Morris and Attica.	do	50.96	86.86	4,400.90	14.67					
107007	Dresden and Penn Yan.	New York Central and Hud- son River R. Co.	6.66	42.75	284.71	12					
107008	Buffalo and Hornellsville.	Erie R. Co.	92.47	217.17	20,081.70	31.66	92.47	40.00	3,698.80	1 line 60 feet.	Agreement.
107009	Montgomery and Pine Island.	do	22.30	48.74	1,086.90	19.41					New York to Albany.
107010	Pine Island Junction (n. o.), N. Y., and Blair, N. J.	Lehigh and New England R. R. Co.	25.08		500.00	6					Albany to Buffalo.
107011	New York and Buffalo.	(New York Central and Hud- son River R. Co.	439.52	2,794.14	1,228,080.41	109.38	142.88	520.00	230,083.60	70 lines 60 feet and 4 line 50 feet. 10 lines 60 feet and 1 line 40 feet.	
107012	Troy and Schenectady.	do	20.44	136.09	2,761.23	29.07					
107013	Syracuse and Rochester.	do	102.38	182.12	18,646.44	39.13					
107014	Canandaigua and Tonawanda.	do	86.47	62.42	5,397.45	11.84					
107015	Lockport Junction (n. o.) and Tonawanda.	do	11.48	117.14	1,344.76	28.50					
107016	Buffalo and Lewiston.	do	29.22	285.57	8,344.85	89.49					
107017	New York (120th street) and Brewster.	do	54.29	72.68	3,945.79	17.06					
107018	Rochester and Niagara Falls.	do	77.56	193.23	14,986.91	32.14					
107019	Dunkirk, N. Y., and Titus- ville, Pa.	do	91.47	91.49	8,368.59	13					
107020	Albany Junction (n. o.) and Troy.	Delaware and Hudson Co.	5.86	154.76	906.89	35.86					
107021	Rochester and Charlotte.	New York Central and Hud- son River R. Co.	9.86	42.75	400.14	16.06					
107022	New York and Chatham.	do	127.12	148.77	18,911.64	29.08					
107023	Goldenbridge and Somers Center.	do	3.69	42.75	157.74	8.79					
107024	Eagle Bridge, N. Y., and Rutland, Vt.	Delaware and Hudson Co.	62.59	107.73	6,742.82	19.43					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901.—Continued.

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NEW YORK—continued.											
107057	Utica and Randallville....	New York, Ontario and Western Rwy. Co.	31.10	Dollars. 94.06	Dollars. 2,924.95	18		Dollars.			
107058	Buffalo, N. Y., and Empo- rism, Pa.	Pennsylvania R. R. Co.	121.41	135.95	16,505.68	13.16					
107059	Swain and Angellea.....	Pittsburg, Shawmut and Northern R. R. Co.	18.63	42.75	796.43	12					
107060	Harlot and Shancateles....	Stancateles R. R. Co.	5.06	122.27	618.68	15					
107061	Buffalo, N. Y., and Oil City, Pa.	Pennsylvania R. R. Co.	187.65	138.10	25,891.96	25.40					
107062	New York (foot of White- hall street) and Mariner Harbor.	Staten Island Rapid Transit R. R. Co.	9.90	134.24	1,328.97	32.90					
107063	Canadagua and Elmira....	Northern Central Rwy. Co.	69.22	176.99	12,251.24	25					
107064	Binghamton and Owego....	Delaware, Lackawanna and Western R. R. Co.	114.50	171.86	19,677.97	25.35					
107065	Saranac Lake and Newman House Point and Canada Lake (n. o.).	Chateaugay R. R. Co.	10.36	42.75	442.89	18					
107066	Rome and Canada Lake (n. o.).	Chateaugay and St. Law- rence R. R. Co.	2.17	169.29	367.35	24.60					
107067	Vacant.										
107068	St. George (n. o.) and Tot- tenville.	Staten Island Rapid Transit R. R. Co.	14.82	87.21	1,292.45	39.25					
107069	Hudson and Chatham.....	Peconic and Albany R. R. Co.	17.81	42.75	761.87	18					
107070	Silver Lake Junction (n. o.) and Perry.	Silver Lake Rwy. Co.	8.22	53.14	477.91	12					
107071	Syracuse and Earlville.....	New York Central and Hud- son River R. R. Co.	43.86	67.55	2,962.74	13.87					
107072	Geneva, N. Y., and Sayre, Pa.	Lehigh Valley R. R. Co.	76.73	155.02	12,651.98	26.53	2.37	40.00	686.00	1 lire 50 feet.	Geneva to Geneva Junction (n. o.). Van Etten Junction (n. o.) to Sayre.
107073	Station R. Kingston and Bloomville.	Ulster and Delaware R. R. Co.	86.44	129.11	11,180.26	19	14.78				
107074	Vallegate Junction (n. o.) and Newburg Junction (n. o.).	Erle R. R. Co.	12.64	49.59	625.81	23.80					
107075	Vacant.										
107076	Cortland and Cincinnati..	Erle and Central New York Rwy. Co.	19.68	42.75	841.32	6					

107077	Saratoga Springs and Schuylerville.	Boston and Maine R. R.	13.16	47.03	618.91	12	.....	.....	.....
107078	Port Jervis and Monticello. New York R. R. Co.	Port Jervis, Monticello and New York R. R. Co.	24.94	62.42	1,556.75	12	.....	.....	.....
107079	Poughkeepsie and Boston River Co.	Poughkeepsie and Eastern River Co.	36.63	52.16	1,910.62	8.90	.....	.....	.....
107080	Corrigan and Elmira.	Lehigh Valley R. R. Co.	118.60	97.47	11,559.94	19.84	.....	.....	.....
107081	Fonda and Northville.	Fonda, Johnstown and Gloversville R. R. Co.	26.81	95.76	2,567.32	18.98	.....	.....	.....
107082	Johnesville and Greenwich.	Greenwich and Johnsonville Rwy. Co.	15.43	56.43	870.71	18	.....	.....	.....
107083	Montgomery and Kingston.	Lehigh Valley R. R. Co.	33.21	97.47	3,298.97	12.25	.....	.....	.....
107084	Savoy, N. Y. and North Fair.	Lehigh Valley R. R. Co.	117.56	95.76	11,266.27	15.15	.....	.....	.....
107085	Dutchess Junction and Millerton.	Newburg, Dutchess and Connecticut R. R. Co.	59.04	72.68	4,291.02	11.50	.....	.....	.....
107086	Coopers town and Coopers town Junction.	Coopers town and Charlotte Valley R. R. Co.	17.05	64.98	1,107.91	13.97	.....	.....	.....
107087	Utica and Watertown.	New York Central and Hudson River R. R. Co.	91.90	162.45	14,923.15	23.15	.....	.....	.....
107088	Carthage and Ogdensburg.	do	60.79	135.09	8,212.12	16.21	.....	.....	.....
107089	Auburn and Ithaca.	Lehigh Valley R. R. Co.	44.92	73.53	3,302.96	8.26	.....	.....	.....
107090	Sodus Point and Stanley.	Northern Central Rwy Co.	33.56	42.75	1,434.69	8.95	.....	.....	.....
107091	Buffalo and Jamestown.	Edie R. R. Co.	69.06	129.11	8,918.91	21.90	.....	.....	.....
107092	Pinebush and Middletown.	do	14.11	43.61	615.33	12	.....	.....	.....
107093	Long Island City and Sag Harbor.	Long Island R. R. Co.	99.45	166.73	16,531.29	35.95	.....	.....	.....
107094	Windfield Junction and Thomaston.	do	10.16	123.25	1,303.02	50.09	.....	.....	.....
107095	Saratoga Springs and North Creek.	Adirondack Rwy. Co.	57.08	82.08	4,685.12	8.99	.....	.....	.....
107096	Bath and Hammondsport.	Bath and Hammondsport R. R. Co.	10.05	55.58	558.57	18	.....	.....	.....
107097	Silver Lake Junction (n.o.) and Silversprings.	Buffalo, Rochester and Pittsburgh Rwy. Co.	1.06	42.75	46.17	12	.....	.....	.....
107098	Whitehall, N. Y., and Castleton, Vt.	Delaware and Hudson Co.	13.38	145.35	1,944.78	21.11	.....	.....	.....
107099	Thomaston and Port Washington.	Long Island R. R. Co.	4.38	42.75	208.62	6	.....	.....	.....
107100	Valley Stream and Far Rockaway.	do	5.39	66.69	359.45	18	.....	.....	.....
107101	Sidney and Edmeston.	New York, Ontario and Western Rwy. Co.	32.20	65.84	2,120.04	15	.....	.....	.....
107102	Rochester, N. Y., and Walston, Pa.	Buffalo, Rochester and Pittsburgh Rwy. Co.	238.87	100.89	24,099.59	13.43	.....	.....	.....
107103	Lyons, N. Y., and Williamsport, Pa.	New York Central and Hudson River R. R. Co.	186.85	117.14	21,897.60	16.07	.....	.....	.....
107104	New City and New City Junction (n.o.).	New Jersey and New York R. R. Co.	4.22	42.75	190.40	15	.....	.....	.....
107105	Plattsburg and Saranac Lake.	Chateaugay R. R. Co.	73.62	67.55	4,973.03	12	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and term. lnl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual num- ber of trips per week.	Author- ized railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEW YORK—continued.		Miles.	Dollars.		Miles.	Dollars.	Dollars.		
107106	Albany and Troy.....	New York Central and Hud- son River R. R. Co.	7.22	256.50	77.98					
107107	Mechanicville and Rey- nolds.....	Boston and Maine R. R.....	4.68	42.75	200.07	6				
107108	Hoboken, N. J., and Buffalo, N. Y.....	Delaware, Lackawanna and Western R. R. Co.	410.09	189.81	77,889.18	41.78	410.09	25.00	1 line 40 feet.	
107109	New Rochelle, N. Y., and Jersey City, N. J.....	New York New Haven and Hartford R. R. Co.	24.78	181.26	4,491.62	28.90				
107110	Amesbury and Montauk.....	Long Island R. R. Co.....	11.95	42.75	510.98	6				Agreement.
107111	Salamanca and Olean.....	Pennsylvania R. R. Co.....	20.25	500.00	500.00	6				
107112	Stewart Junction (n. o.) and Hempstead Crossing (n. o.).....	Long Island R. R. Co.....	3.87	59.55	231.61	27				
107113	Summitville and Ellenville.....	New York, Ontario and Western Rwy. Co.	8.44	59.00	497.96	24				Agreement.
107114	West Troy Junction (n. o.) and Green Island Depot (n. o.).....	Delaware and Hudson Co.....	.78	288.14	224.74	136				
107115	Theresa Junction (n. o.) and Clayton.....	New York Central and Hud- son River R. R. Co.	16.05	51.80	823.86	12				
107116	Mount Morris and Dansville	Dansville and Mount Morris R. R. Co.	15.24	.....	300.00	6				Agreement.
107117	Manor Junction (n. o.) and Eastport Junction (n. o.).....	Long Island R. R. Co.....	5.92	42.75	253.08	6				
107118	Phenicia and Hunter.....	Stony Clove and Catskill. Mountain R. R. Co.	14.45	69.26	1,000.80	18.84				
107119	Herkimer and Malone.....	New York Central and Hud- son River R. R. Co.	174.25	122.27	21,836.54	7.97				Agreement.
107120	Whitestone Junction (n. o.) and Whitestone.....	Long Island R. R. Co.....	4.20	56.43	237.00	27.87				
107121	Mechanicville and Schuy- lerville Junction (n. o.).....	Boston and Maine R. R.....	14.74	52.16	768.83	12				
107122	Addison, N. Y., and Galeton, Pa.....	Buffalo and Susquehanna R. R. Co.	46.48	61.55	3,136.34	12.87				Agreement.
107123	Rochester and Hinsdale.....	Pennsylvania R. R. Co.....	99.86	81.23	8,071.01	12				
107124	Brooklyn and Jamaica.....	Long Island R. R. Co.....	9.81	103.46	1,014.94	58.08				
107125	Hopewell Junction and Fish- kill on the Hudson.....	New York, New Haven and Hartford R. R. Co.	13.71	63.27	1,867.43	6				

107126	Buffalo and Black Rock (n. o.) (N. Y. C. and H. R. R. Stanton)	Grand Trunk Rwy. Co. of Canada.	8.50	63.27	221.44	9					Lap over route 107129.
107127	Burlington, Vt., and Chate- au St.	Chatham and Lebanon Val- ley R. R.	57.68	.....	2,465.81	6					Do.
107128	Hart Corners and Willard.	Lehigh Valley R. R. Co.	5.60	43.61	244.21	21					
107129	New York (foot of Forty- second street) and Albany.	New York Central and Hud- son River R. R. Co.	142.50	166.73	23,769.02	33.06					
107130	Buffalo (Exchange Street Station) and West Kew-Fulton Junction (n. o.).	Buffalo, Rochester and Pitts- burgh Rwy. Co.	48.24	95.76	4,619.46	17.04					
107131	Katerskill Junction (n. o.) and Katerskill	Katerskill R. R. Co.	9.10	42.75	389.02	19					
107132	Boundary Line (n. o.) and Massena Springs	United States and Canada R. R. Co.	21.55	42.75	921.26	6					
107133	Massena Springs and De- Kalb Junction	New York Central and Hud- son River R. R. Co.	38.23	127.40	4,870.50	12.90					
107134	Carthage and Newton Falls.	do	46.46	47.88	2,224.50	12					
107135	Jamestown and Mayville ...	Jamesstown and Chautau- qua Rwy. Co.	23.56	42.75	1,007.19	12					
107136	Claverhouse and Rochester.	New York Central and Hud- son River R. R. Co.	7.63	74.39	567.59	24.50					
107137	Cornwall Junction (n. o.) and New York (foot of Jay street).	New York Ontario and Western Rwy. Co.	56.05	40.18	2,252.08	19					Lap over route 107129.
107138	Fulton and Woodward Junction (n. o.)	New York Central and Hud- son River R. R. Co.	17.52	63.27	1,108.49	19.29					
107139	Hammels Station (n. o.) and Far Rockaway.	New York and Rockaway Beach Rwy. Co.	3.35	53.87	180.46	15					
107140	Summitville and West Brookville.	Port Jervis, Monticell and New York R. R. Co.	10.91	42.75	466.40	9					
107141	Oswego and Fulton	New York Central and Hud- son River R. R. Co.	13.43	5.13	68.89	12					Lap over route 107048.
107142	Prattsburg and Kanona ...	Kanona and Prattsburg Rwy. Co.	12.19	44.46	541.96	18					Agreement.
107143	Durant and Clearwater (n. o.)	Raqueette Lake Rwy. Co....	18.06	.....	772.06	6					Do.
107144	Churchville Junction (n. o.) and Station A, Buffalo.	New York Central and Hud- son River R. R. Co.	54.86	.....	2,345.26	6					
107145	Vacant.										
107146	Glendale Junction (n. o.) and Oceanus.	New York and Rockaway Beach Rwy. Co.	8.93	62.42	557.41	36					
107147	Cadonia, N. Y., and Scran- ton, Pa.	New York, Ontario and Western Rwy. Co.	54.56	42.75	2,332.44	6					
107148	Vacant.										
107149	Bloomville and Oneonta ...	Ulster and Delaware R. R. Co.	21.59	.....	922.97	6					Do.
107150	Wellsville, N. Y., and Gale- ton, Pa.	Buffalo and Susquehanna R. R. Co.	38.00	57.29	2,177.02	15					
107151	Fort Ticonderoga (n. o.) and Ticonderoga.	Delaware and Hudson Co...-	2.14	47.03	100.64	15					

C.—*Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.*

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEW YORK—continued.										
107183	Bridgewater and New Ber- lin.	Unadilla Valley Rwy. Co.	Miles. 19.74	Dollars. 40.32	Dollars. 894.61	12	Miles.	Dollars.	Dollars.		
107184	Ravena and Fullers.	New York Central and Hud- son River R. R. Co.	19.51	42.75	884.05	15					
107185	Port Kent Station (n. o.) and Keeseville.	Keeseville, in Sable Cham- and Lake Champlain R. R. Co.	6.26		267.61	6					Agreement.
107186	Vacant.										
107187	Rouse Point, N. Y., and Burlington, Vt.	Rutland R. R. Co.	40.99		1,752.33	6					Do.
107188	Millerton and Stateline (n. o.)	Central New England Rwy. Co.	1.16	42.75	49.59	15					
107189	Van Etten Junction (n. o.) and Geneva Junction (n. o.)	Lehigh Valley R. R. Co.	56.94	200.93	11,320.39	31.03	56.94	40.00	2,253.60	1 line 50 feet.	
107190	Geneva and Buffalo.	do.	103.09	180.41	18,598.46	32.04					
107191	Rochester and Hemlock	do.	29.09	82.08	2,387.70	26.20	103.09	40.00	4,123.60	1 line 50 feet.	
107192	Olean and Bolivar	Pittsburg, Shawmut and Northern R. R. Co.	18.56	45.32	841.13	12					
107193	Dolgeville and Little Falls.	Little Falls and Dolgeville R. R. Co.	9.79	57.29	560.86	13					
107194	Canadian Boundary Line (n. o.) and Molra.	New York and Ottawa R. R. Co.	15.96		682.29	6					Do.
107195	Niagara Junction (n. o.) and Buffalo (William st.) (n. o.)	New York Central and Hud- son River R. R. Co.	7.86		336.01	6					Do.
107196	Buffalo (Erie R. R. depot) and Blackrock Bridge (n. o.)	Wabash R. R. Co.	12.14		184.25	6					Do.
107197	Vacant.										
107198	Saranac Junction (n. o.) and Saranac Lake.	New York Central and Hud- son River R. R. Co.	6.27	50.45	316.32	22					
107199	Vacant.										
107170	Vacant.										
107171	Malone and Canada Line (n. o.)	St. Lawrence and Adiron- dack Rwy. Co.	11.34	51.30	581.74	12					
107172	Vacant.										
107173	Geneva and Naples	Lehigh Valley R. R. C.	29.96	52.16	1,562.71	12					

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion. <i>Dollars.</i>	Annual rate of pay for trans- portation. <i>Dollars.</i>	Aver- age num- ber of trips per week.	Author- ized miles of railway post- office cars.	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for rail- way post-office cars author- ized. <i>Dollars.</i>	Remarks.
NEW JERSEY—continued.										
109010	East Millstone and New Brunswick.	Pennsylvania R. R. Co.	8.55	42.75	365.51	12				
109011	Rockyhill and Monmouth Junction.	do.	7.09	42.75	303.09	12				
109012	Kinkora and Julietstown.	do.	9.79	42.75	418.52	13.29				
109013	Hoboken and Denville.	Delaware, Lackawanna and Western R. R. Co.	36.90	180.41	6,657.12	69.39				
109014	Dover and Chester.	do.	12.96	42.75	554.04	12				
109015	Philadelphia, Pa., and Atlantic City, N. J.	West Jersey and Seashore R. R. Co.	59.39	119.70	7,108.98	33.76				
109016	Glenwood Junction (n. o.) and Glenwood.	Lehigh and New England R. R. Co.	3.93	42.75	168.00	6				
109017	Jersey City, N. J., and Nyack, N. Y.	Erie R. R. Co.	28.56	115.43	3,296.68	49.21				
109018	Barneget City and Barneget City Junction (n. o.).	Manahawkin and Long Beach Transportation Co.	8.90	42.75	386.47	12				
109019	Newfield and Atlantic City.	West Jersey and Seashore R. R. Co.	34.60	70.97	2,455.56	21				
109020	Pleasantville and Somers Point.	do.	7.35	42.75	314.21	15				
109021	Elmer and Salem.	do.	17.33	62.42	1,081.73	22.84				
109022	Woodbury and Riddleton Junction (n. o.).	do.	22.24	88.07	1,968.67	23.48				
109023	Monmouth Junction and Seagirt (n. o.).	Pennsylvania R. R. Co.	33.38	70.97	2,368.97	12.21				
109024	Jersey City, N. J., and Haverstraw, N. Y.	New Jersey and New York R. R. Co.	41.31	70.97	2,931.77	15.81				
109025	Waterloo and Franklin Furnace.	Delaware, Lackawanna and Western R. R. Co.	24.10	64.13	1,546.53	24.45				
109026	Atlantic Highlands and Branchport (n. o.).	Central R. R. Co. of New Jersey.	11.06	42.75	472.81	13.09				
109027	Newark and Montclair.	Delaware, Lackawanna and Western R. R. Co.	6.08	96.62	587.44	63				
109028	Washington, N. J., and Easton, Pa.	Delaware, Lackawanna and Western R. R. Co.	14.34	78.66	1,127.96	19.10				
109029	Jersey City (Washington street) and Frelinghuysen avenue (n. o.) (Newark, N. J.).	Lehigh Valley R. R. Co.	10.30	143.64	1,479.49	6				

109080	Newark and Paterson.....	Erie R. R. Co.....	11.98	53.01	608.25	42.08			
109081	Orange Junction (n. o.) and West Orange.....	do.....	4.17	42.75	178.26	30			
109082	Whiting and Tuckerton.....	Tuckerton R. R. Co.....	29.39	63.27	1,959.50	12			
109083	Bridgeton Junction (n. o.) and Bivalve.....	Central R. R. Co. of New Jersey.....	22.13	70.11	1,551.53	12.55			
109084	Jersey City N. J. and Greenwood Lake, N. Y.....	Erie R. R. Co.....	47.42	66.69	3,162.43	17.66			
109085	Williamstown Junction (n. o.) and Mullica Hill.....	Atlantic City R. R. Co.....	19.81	42.75	846.87	8.46			
109086	Summit and Gladstone.....	Delaware, Lackawanna and Western R. R. Co.....	22.56	68.40	1,543.10	14.40			
109087	Jersey City N. J. and Middletown, N. Y.....	New York Susquehanna and Western R. R. Co.....	88.70	96.62	8,570.19	18.47			
109088	Railway and Perth Amboy.....	Pennsylvania R. R. Co.....	7.30	76.95	561.73	39.65			
109089	Woodbury and Penn Grove.....	West Jersey and Seashore R. R. Co.....	20.12	57.29	1,152.67	21			
109090	Highbridge and Hibernia.....	Central R. R. Co. of New Jersey.....	34.05	54.72	1,963.21	16.27			
109091	Philadelphia, Pa., and Cape May, N. J.....	West Jersey and Seashore R. R. Co.....	82.36	157.32	12,956.87	45.63			
109092	Beach Haven and Manahawkin.....	Pennsylvania R. R. Co.....	12.45	42.75	532.23	6			
109093	Mattawan Station (n. o.) and Freehold.....	Central R. R. Co. of New Jersey.....	12.58	65.84	823.26	25.08			
109094	Trenton and Trenton Junction.....	Philadelphia and Reading Rwy. Co.....	3.67	44.46	163.16	34			
109095	Haddonfield and Medford.....	West Jersey and Seashore R. R. Co.....	12.19	42.75	521.12	15			
109096	Bordentown and Stone Harbor.....	Pennsylvania R. R. Co.....	6.15	76.95	473.24	60			
109097	Sea Isle City and Stone Harbor.....	West Jersey and Seashore R. R. Co.....	8.41	42.75	359.52	12			
109098	Branchville Junction (n. o.) and Branchville.....	Delaware, Lackawanna and Western R. R. Co.....	6.41	48.74	312.42	8.07			
109099	Redbank and Bridgeton	Central R. R. Co. of New Jersey.....	95.06	64.98	6,177.00	11.75			
109050	Lakehurst and Barnegat.....	do.....	22.31	46.17	1,080.05	19.94			
109051	Glassboro and Bridgeton.....	West Jersey and Seashore R. R. Co.....	21.22	140.22	2,975.47	33.66			
109052	Greycourt, N. Y., and Belvidere, N. J.....	Lehigh and Hudson River Rwy. Co.....	63.12	51.30	3,238.05	8.28			
109053	Princeton Junction and Princeton.....	Pennsylvania R. R. Co.....	8.55	88.07	312.64	51			
109054	Bayhead Junction (n. o.) and Birmingham.....	do.....	47.06	42.75	2,011.81	9.95			
109055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).....	Erie R. R. Co.....	9.98	189.81	1,894.30	11.79	9.98	25.00	249.50 † line 60 feet.
109056	Newark and Greenwood Lake Junction (n. o.).....	do.....	3.99	42.75	170.57	24			
109057	Ormond and Maurice River.....	West Jersey and Seashore R. R. Co.....	9.98	42.75	425.79	12			

C.—Railroad mail service and railway post-office cars in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		Agreement
NEW JERSEY—continued.											
109068	Two Bridges (n. o.), N. J., and Stroudsburg, Pa.	New York, Susquehanna and Western R. Co.	47.60	42.75	2,034.90	7.34					
109069	Delaware and Columbia Junction (n. o.).	do.	3.13	42.75	133.80	6					
109060	Sea Isle Junction (n. o.) and Ocean City.	West Jersey and Seashore R. Co.	15.48	42.75	651.77	15					
109061	Anglesea Junction (n. o.) and Holybeach.	do.	7.18	42.75	306.94	12					
109062	Edison and Hopatcong Junction (n. o.).	Central R. R. Co. of New Jersey.	15.50	42.75	662.62	8.64					
109063	Albion Station (n. o.) and New Orange.	New Orange Four Junction R. Co.	2.51		107.30	6					
109064	Vacant.										
109065	Hightstown and Pemberton	Union Transportation Co.	28.90	68.40	1,771.56	6					
109066	Ringwood and Ringwood Junction (n. o.).	Erie R. R. Co.	2.61	42.75	111.57	6					
109067	Vacant.										
109068	Matawan Junction (n. o.) and Atlantic Highlands.	Central R. R. Co. of New Jersey.	10.87	59.00	641.83	26.60					
109069	Barnegat Highlands and Brown Mills Junction (n. o.).	Pennsylvania R. Co.	1.99	42.75	85.07	12					
109070	Vacant.										
109071	Philadelphia, Pa., and Atlantic City, N. J.	Atlantic City R. R. Co.	57.30	63.27	3,625.37	10.66					
109072	Camden and Greentech.	do.	12.20	42.75	521.55	12					
109073	Brigantine Junction (n. o.) and Brigantine.	do.	14.64	42.75	621.58	6					
109074	Landstown Station (n. o.) and Pittstown.	Lehigh Valley R. R. Co.	3.89	42.75	166.29	12					
109075	New Brunswick and South Amboy.	Raritan River R. R. Co.	13.76	49.59	682.35	18					
109076	Vacant.										
109077	Vacant.										
109078	Newark and Jersey City.	Central R. R. Co. of New Jersey.	7.53	42.75	321.90	18					
109079	Alloway Junction (n. o.) and Quinton.	West Jersey and Seashore R. Co.	4.44	42.75	189.81	15					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	annual total pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		PENNSYLVANIA—continued.									
110021	Williamsport, Pa., and El- mira, N. Y.	Northern Central Rwy. Co.	78.84	Dollars. 227.43	Dollars. 17,980.58	25	Miles. 78.09	Dollars. 40.00	Dollars. 3,123.60	1 line 50 feet.	
110022	Williamsport and Erie	Pennsylvania R. R. Co.	248.12	166.73	41,869.04	20.06					
110023	Sunbury and Mount Carmel	Northern Central Rwy. Co.	27.88	80.87	2,240.71	21.16					
110024	Carlleton, N. Y., and Tahlor, Pa.	Erie R. Co.	22.36	79.52	1,778.06	21.04					
110025	Irvine and Oil City	Pennsylvania R. R. Co.	50.38	80.37	4,049.04	12					
110026	Strasburg and Leaman Place.	Strasburg R. R.	6.00	42.75	213.76	6					
110027	Lancaster and Middletown.	Pennsylvania R. R. Co.	32.84	91.49	2,968.76	14.49					
110028	Harrisburg and Auburn.	Philadelphia and Reading Rwy. Co.	59.10	61.66	3,638.19	7.83					
110029	Stewartstown and New Freedom.	Stewartstown R. R. Co.	7.73	47.88	370.11	16					
110030	Harrisburg, Pa., and Win- chester, Va.	Cumberland Valley R. R. Co.	116.28	160.74	18,690.84	28.29					
110031	Columbia and Sinking Spring.	Reading and Columbia R. R. Co.	40.13	76.95	3,068.00	18					
110032	Columbia, Pa., and Fred- erick, Md.	Pennsylvania R. R. Co.	69.30	86.36	5,964.74	19.46					
110033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R. Co.	7.00	42.75	299.25	12					
110034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.23	94.06	4,253.83	12					
110035	Tyrone and Grampian	Pennsylvania R. R. Co.	52.90	98.33	5,201.65	15.65					
110036	Altoona and Henrietta.	do.	32.61	58.82	2,644.00	17.12					
110037	Tyross and Mahanoy.	do.	39.53	66.90	3,041.88	17.13					
110038	Tyrone and Lockhaven.	do.	36.09	66.78	4,945.96	18					
110039	Blacksburg and Allegheny.	do.	33.94	130.62	9,018.73	30					
110040	Pittsburg, Pa., and Wheel- ing, W. Va.	Baltimore and Ohio R. R. Co.	70.66	181.26	12,807.83	27					
110041	Pittsburg and Oil City	Allegheny Valley Rwy. Co.	132.64	225.72	29,689.50	29.50					
110042	Branch and Indiana.	Pennsylvania R. R. Co.	12.07	116.46	2,201.26	9.79					
110043	Meadville and Oil City	Erie R. Co.	32.50	82.40	2,206.42	21					
110044	Erie and Lomewood.	Pennsylvania Co.	113.02	181.67	14,881.33	18.56					
110045	Oil City, Pa., and Asha- bula, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	86.30	100.69	8,906.58	13.55					

1110046	Bethlehem and Bangor ..	Central R. R. Co. of New Jersey	30.74	44.46	1,366.70	12
1110047	Downingtown and Conestoga Junction (n.o.)	Pennsylvania R. R. Co.	39.04	58.14	2,269.78	14.66
1110048	Wilex, Lancaster and Phoenixville	do	18.63	52.16	971.74	25.97
1110049	Levittown Junction (n.o.)	do	12.46	47.98	696.58	18
1110050	Pottsville and Frackville ..	Philadelphia and Reading Rwy. Co.	11.01	48.74	586.62	24
1110051	Danleisville and Slatington	Lehigh and New England R. R. Co.	8.27	42.75	333.54	6
1110052	Carlisle and Pine Grove Furnace	Gettysburg and Harrisburg Rwy. Co.	18.47	44.46	821.17	19.14
1110053	Freeport and Butler	Pennsylvania R. R. Co.	22.09	78.66	1,737.59	24.50
1110054	Wilmington, Del., and Reading, Pa.	Wilmington and Northern R. R. Co.	77.60	58.87	4,180.81	13.08
1110055	Carnegie and Washington.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	23.69	125.69	2,977.59	24
1110056	Pawling and Emaus	Perkiomen R. R. Co.	37.76	74.39	2,806.96	12.45
1110057	Pottstown and Bartos	Philadelphia and Reading Rwy. Co.	13.15	58.01	697.08	19.98
1110058	Jeddo and Sandy Run Junction (n.o.)	Lehigh Valley R. R. Co.	5.55	51.30	294.71	13.79
1110059	Lebanon and Brookside (n.o.)	Philadelphia and Reading Rwy. Co.	43.22	63.27	2,734.52	13.27
1110060	Towanda and Wilkes-Barre	Lehigh Valley R. R. Co.	73.21	71.82	5,617.04	15.79
1110061	Schuylkill Haven and Minersville	Philadelphia and Reading Rwy. Co.	8.21	42.75	350.98	7.66
1110062	Topiton and Kutztown	do	4.92	44.46	218.74	18
1110063	Pittsburg, Pa., and Cumberland, Md.	Baltimore and Ohio R. R. Co.	150.80	382.60	50,156.06	31.50
1110064	Carbondale and Susquehanna	Erle R. R. Co.	40.05	87.21	3,492.76	17.16
1110065	Kress and Antrim	New York Central and Hudson River R. R. Co.	17.01	44.46	756.26	11.64
1110066	Phoenixville and Uwchland	Philadelphia and Reading Rwy. Co.	11.56	43.61	504.13	15
1110067	Montandon and Milledgeburg	Pennsylvania R. R. Co.	70.32	77.81	5,471.59	13.84
1110068	Frankford Junction (n.o.)	do	8.90	42.75	390.47	6
1110069	Junction (n.o.)	do				
1110070	Towanda and Foot of Plane, Rockwood and Johnston.	Barclay R. R. Co.	14.29	42.75	610.89	6
1110071	Marion and Richmond Furnace	Baltimore and Ohio R. R. Co.	46.44	76.95	3,496.60	13.12
1110072	Mount Dallas Station (n.o.)	Cumberland Valley R. R. Co.	20.22	137.66	2,733.48	12
1110073	Pa., and Cumberland, Md.	Pennsylvania R. R. Co.	45.11	70.11	3,162.66	12
1110074	Allentown and Harrisburg.	Philadelphia and Reading Rwy. Co.	90.30	168.44	15,210.13	38.09
1110075	Lovett and Windber	Pennsylvania R. R. Co.	10.70	42.75	457.42	6

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and terminus.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage of railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
PENNSYLVANIA—continued.											
110075	Lansdale and Doylestown.	Philadelphia and Reading Rwy. Co.	10.47	89.78	938.99	45.50					
110076	Red Bank Furnace and Driftwood.	Pennsylvania R. R. Co.	109.90	116.28	12,779.17	15.34					
110077	Mont Alto Junction (n. o.), and Waynesboro.	Cumberland Valley R. R. Co.	16.12	64.13	1,033.77	12					
110078	Tunkhannock and Montrose.	Lehigh Valley R. R. Co.	29.11	55.58	1,617.93	12					
110079	Reedsville and Belleville.	Kishacoquillas Valley R. R. Co.	10.19	42.75	435.62	12					
110080	Mechanicsburg and Dillsburg.	Cumberland Valley R. R. Co.	8.80	47.88	421.34	12					
110081	Pittsburg and West Brownsville.	Pennsylvania R. R. Co.	54.12	182.53	7,172.52	30.12					
110082	Woodville and Hickman.	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.84	42.75	164.16	12					
110083	Snowshoe and Wingate.	Pennsylvania R. R. Co.	17.26	42.75	737.86	12					
110084	Holidaysburg and Isett.	do.	20.40	47.88	976.75	14.58					
110085	Mount Union and Robertsdale.	East Broad Top R. R. and Coal Co.	30.05	46.17	1,387.40	12					
110086	Mount Jewett and Callery.	Pittsburg and Western Rwy. Co.	137.62	81.23	11,178.87	13.90					
110087	Bellwood and Valler.	Pennsylvania and Northwestern R. R. Co.	65.46	81.23	5,317.31	12.38					
110088	Alaska (n. o.) and Mount Carmel.	Philadelphia and Reading Rwy. Co.	2.10	43.61	91.58	36					
110089	Reading and Slatington.	do.	43.55	46.17	2,010.70	6					
110090	Berlin and Garrett.	Baltimore and Ohio R. R. Co.	8.47	44.46	376.57	12					
110091	Larabee and Clermont.	Pennsylvania R. R. Co.	22.21	47.03	1,044.53	12					
110092	Delta Junction (n. o.) and Peach Bottom.	York Southern R. R. Co.	5.63	42.75	240.68	6					
110093	Hosetier and Baggaley.	Pennsylvania R. R. Co.	0.90	42.75	38.47	6					
110094	Oxford and Susquehanna (n. o.).	Lancaster, Oxford and Southern R. R. Co.	20	42.75	856.00	9.99					
110095	Pittsburg and Castle Shannon.	Pittsburg and Castle Shannon R. R. Co.	6.05	42.75	258.63	12					
110096	Newcastle and Stoneboro.	Pennsylvania Co.	35.57	70.97	2,524.40	12					
110097	Whitehaven and Upper Lehigh.	Central R. R. Co. of New Jersey.	9.90	42.75	418.95	15					

110098	Swedesford Junction (n. o.) (Norristown) and Landale.	Stoney Creek R. R. Co.	11. 71	43. 61	510. 67	12. 95	.....	.....	.....	.....	.....	.....
110099	Ocoola Junction (n. o.) and McCarty.	Pennsylvania R. R. Co.	21. 08	49. 59	1, 042. 88	16. 67	.....	.....	.....	.....	.....	.....
110100	Tamaqua and Mauch Chunk.	Central R. R. Co. of New Jersey.	15. 70	56. 43	885. 95	25. 91	.....	.....	.....	.....	.....	.....
110101	Wilkesbarre and Rhone.	do	8. 81	42. 75	376. 62	14. 87	.....	.....	.....	.....	.....	.....
110102	Woodville and Reading.	Pittsburg, Chartiers and Youngblood Rwy. Co.	3. 07	42. 75	131. 24	12	.....	.....	.....	.....	.....	.....
110103	Jenkintown, Pa., and Bound Brook, N. J.	Philadelphia and Reading Rwy. Co.	49. 19	361. 67	17, 790. 54	67. 55	49. 14	75. 00	3, 685. 50	1 line 60 feet and 1 line 40 feet.	.....	.....
110104	Greensburg and Fairchance.	Pennsylvania R. R. Co.	44. 64	109. 44	4, 885. 40	19. 66	.....	.....	.....	.....	.....	.....
110105	Shenfield and Duhring.	Tionesta Valley Rwy. Co.	20. 20	42. 75	863. 55	10. 90	.....	.....	.....	.....	.....	.....
110106	Millersburg and Lykens.	Northern Central Rwy. Co.	15. 14	58. 14	880. 23	15	.....	.....	.....	.....	.....	.....
110107	Meadville and Linceville.	Bessemer and Lake Erie R. R. Co.	21. 15	49. 59	1, 048. 82	18	.....	.....	.....	.....	.....	.....
110108	Lewisstown Junction (n. o.) and Selinsgrove Junction.	Pennsylvania R. R. Co.	45. 00	64. 98	2, 924. 10	12	.....	.....	.....	.....	.....	.....
110109	Glenside and Newhope.	North East Pennsylvania R. R. Co.	25. 84	68. 40	1, 767. 45	23. 56	.....	.....	.....	.....	.....	.....
110110	Hartley Hall and Satterfield.	Williamsport and North Branch R. R. Co.	44. 43	59. 85	2, 659. 13	12. 37	.....	.....	.....	.....	.....	.....
110111	Manor Station and Claridge.	Pennsylvania R. R. Co.	4. 01	42. 75	171. 42	12	.....	.....	.....	.....	.....	.....
110112	Kermoor Junction (n. o.) and Gazzam.	New York Central and Hudson River R. R. Co.	3	42. 75	128. 25	12	.....	.....	.....	.....	.....	.....
110113	Tyrone and Benore.	Pennsylvania R. R. Co.	25. 43	42. 75	1, 067. 13	12	.....	.....	.....	.....	.....	.....
110114	Washington and Waynesburg.	Pennsylvania R. R. Co.	29. 31	84. 65	2, 481. 09	12	.....	.....	.....	.....	.....	.....
110115	Nazareth Junction (n. o.), Pa., and Brainerds, N. J.	Bangor and Portland Rwy. Co.	4. 60	64. 13	294. 99	24	.....	.....	.....	.....	.....	.....
110116	Honesdale and Carbondale.	Delaware and Hudson Co.	27. 79	59. 85	1, 663. 23	24	.....	.....	.....	.....	.....	.....
110117	Newtown Junction (n. o.) and Newtown.	Philadelphia, Newtown and New York R. R. Co.	20. 47	59. 00	1, 207. 73	30	.....	.....	.....	.....	.....	.....
110118	Latrobe and Ligonier.	Ligonier Valley R. R. Co.	10. 78	48. 74	525. 41	12	.....	.....	.....	.....	.....	.....
110119	Shenandoah and Mahanoy Plane.	Philadelphia and Reading Rwy. Co.	6. 90	60. 71	418. 89	85. 01	.....	.....	.....	.....	.....	.....
110120	Brisban and Goss Run Junction (n. o.).	Pennsylvania R. R. Co.	1. 07	42. 75	45. 74	12	.....	.....	.....	.....	.....	.....
110121	Mount Jewett and Granere.	South Branch R. R. Co.	4. 00	42. 75	171. 00	6	.....	.....	.....	.....	.....	.....
110122	Lancaster and Quarryville.	Pennsylvania R. Co.	14. 84	61. 56	913. 55	6	.....	.....	.....	.....	.....	.....
110123	Pittsburg, Pa., and Youngstown, Ohio.	Pittsburg and Lake Erie R. R. Co.	68. 00	286. 84	16, 106. 12	45. 58	68. 00	25. 00	1, 700. 00	1 line 40 feet.	.....	.....
110124	Columbia, Pa., and Perryville, Md.	Pennsylvania R. R. Co.	43. 89	51. 30	2, 251. 55	9. 20	.....	.....	.....	.....	.....	.....
110125	Allegheny and Newcastles.	Pittsburg and Western Rwy. Co.	57. 52	200. 07	11, 508. 02	24. 27	.....	.....	.....	.....	.....	.....
110126	Dallastown Junction (n. o.) and Dallastown.	York Southern R. R. Co.	1. 35	42. 75	57. 71	6	.....	.....	.....	.....	.....	.....

No.	Name	Station	Miles	Year	Do.
110148	County Home Junction (n. o.) and Hermine.	.....do.	10.38	42.75	448.74 12
110149	Lebanon and Mount Hope.	Cornwall R. R. Co.	12.16	42.75	519.84 21.09
110150	Gresham Junction (n. o.) and Laverock.	Pennsylvania R. R. Co.	2.80		119.70 6
110151	Youngwood Station (n. o.) and Franger.	.....do	12.53	42.75	535.65 12
110152	Branchton and Hilliards.	Bessemer and Lake Erie R. R. Co.	10.44	42.75	446.31 9.54
110153	East Mahanoy Junction (n. o.) and West Milton.	Philadelphia and Reading Rwy. Co.	67.35	47.03	3,167.47 6
110154	Cornwall and Conewago.	Cornwall and Lebanon R. R. Co.	16.43	42.75	702.38 12
110155	Hunters Run and Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	21.59	74.39	1,606.06 18
110156	Norfolk Junction (n. o.) and Newcastles.	Pittsburg and Lake Erie R. R. Co.	3.24	96.62	313.04 46
110157	Gardner and Royer.	Pennsylvania R. R. Co.	4.94	42.75	211.18 6
110158	Easton, Lehigh Valley R. R. Station) and Belfast Station (n. o.).	Bangor and Portland Rwy. Co.	11.45	62.42	714.70 21
110159	Pittsburg and Newhaven.	Pittsburg and Lake Erie R. R. Co.	59.92	70.97	4,252.52 10.62
110160	Philadelphia and Station H.	Pennsylvania R. R. Co.	12.03	64.98	781.70 59.50
110161	Holmesburg Junction (n. o.) and Substation No. 28 (Bastleton).	.....do	4.13	42.75	176.55 18
110162	Elversen Station (n. o.) and St. Peters.	Wilmington and Northern R. R. Co.	6.88	42.75	294.12 12
110163	Bastian Junction (n. o.) and Ventland.	Pennsylvania R. R. Co.	2.64		106.58 6
110164	Warren, Pa., and Salamanca, N. Y.	.....do	42.24	64.13	2,708.85 12
110165	Punxsutawney and Butler.	Buffalo, Rochester and Pittsburg Rwy. Co.	61.90		2,646.22 6
110166	Watsontown and Orangeville.	Central Pennsylvania and Western R. R. Co.	31.37	50.45	1,562.61 11.70
110167	Vacant.	Pennsylvania R. R. Co.	27.67	42.75	1,182.89 9.77
110168	Irvonia and Cresson.	Lehigh Valley R. R. Co.	18.06	91.49	1,652.30 34.14
110169	Hazleton and New Boston.	New York and Pennsylvania R. R. Co.	6.00		256.50 6
110170	Oswayo and Millport.	Buffalo and Susquehanna R. R. Co.	62.63	53.01	3,320.01 10.87
110171	Forest House and Ansonia.	R. R. Co.	29.81	53.01	1,580.22 18
110172	Jamison City and D. L. and W. Depot in Bloomsburg, Pa.	Bloomsburg and Sullivan R. R. Co.	4.40		188.10 6
110173	Morrisdale Mines and Philadelphia.	Pennsylvania R. R. Co.	39.20	70.97	2,782.02 12.52
110174	Wilkesbarre and Rock Glen Junction (n. o.).	.....do	10.06	73.53	739.71 28.75
110175	New Boston and Pottsville.	.....do			

C.—*Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.*

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.										
110176	Goff and Donahoe Station (n. o.).	Pennsylvania R. R. Co.	Miles. 4.15	Dollars. 42.75	Dollars. 177.41	12	Miles.	Dollars.			
110177	Bloomsburg and Rupert....	Rupert and Bloomsburg R. R. Co.	2.20	42.75	94.05	12					
110178	Lanes Mills and Coalglen ..	Buffalo Rochester and Pittsburgh Rwy. Co.	3.99	42.75	170.57	12					
110179	Vacant.	East Broad Top R. R. and Coal Co.	7.05	42.75	301.38	6					
110180	Rockhill Furnace and Shadegap.	Lehigh Valley R. R. Co.	5.36	42.75	229.14	12					
110181	Bearecreek and Bearecreek Junction (n. o.).	Pennsylvania R. R. Co.	4.91	42.75	209.90	12					
110182	Garway (n. o.) and Hastings.	Perry County R. R. Co.	21.41	44.46	951.88	12					
110183	Duncannon and Landsburg.	Pennsylvania R. R. Co.	10.72	53.87	577.48	12					
110184	Mahaffey and Glen Campbell.	do	5.63	53.87	303.28	18					
110185	Mount Pleasant and Scottsdale Junction (n. o.).	Central R. R. Co. of New Jersey.	2.53	42.75	106.15	15					
110186	Pond Creek Junction (n. o.) and Sandyrin.	Pittsburg and Lake Erie R. R. Co.	30.38	72.68	2,222.55	18					
110187	McKeesport and Fayette City.	Pennsylvania R. R. Co.	16.68	42.75	713.07	6					
110188	Marshallburg and Kinzua	Erie and Wyoming Valley R. R. Co.	37.70	54.72	2,062.94	12					
110189	Hawley and Scranton	Philadelphia and Reading Rwy. Co.	5.70	342.00	1,948.40	27	5.70	75.00	427.50	1 line 60 feet and 1 line 40 feet.	
110190	Wayne Junction (n. o.) and Park Junction (n. o.).	Baltimore and Ohio R. R. Co.	20.10	42.75	856.27	6					
110191	Confluence, Pa., and Krug, Md.	Pennsylvania R. R. Co.	12.24	42.75	523.26	6					
110192	Instanter and Johnsonburg.	Western Maryland R. R. Co.	15.37		657.06	6					
110193	Quinseonia (n. o.), Pa., and Hagerstown, Md.	Lehigh Valley R. R. Co.	34.40	54.72	1,882.36	21.73					
110194	Lizard Creek Junction (n. o.) and Pottsville.	Bradford, Bordell and Kinzua Rwy. Co.	10.38	42.75	443.74	12					
110195	Ormsby and Mount Jewett..	Pittsburg, Shawmut and Northern R. R. Co.	10.91		466.40	6					Do.
110196	Smithport and Hazelhurst..										

Agreement.

Do.

110197	Otis and Sharpsville	Sharpsville R. R. Co.	17.09	42.75	730.59	12
110198	Harrisburg and Shippensburg	Philadelphia and Reading Rwy. Co.	41.47	69.26	2,872.21	15.14
110199	Alford and Montrose	Delaware, Lackawanna and Western R. R. Co.	11.26	64.98	731.67	18
110200	Lafayette and Hostetter	Pennsylvania R. R. Co.	5.32	42.75	227.43	12
110201	Landsburg, Pa., and Newark, Del.	do	8.10		346.27	6
110202	Smithport and Kusehequa	Mount Jewett, Kinross and Elizaville R. Co.	11.76		200.00	6
110203	Erie and Butler	Bessemer and Lake Erie R. R. Co.	123.46	108.59	13,406.52	12
110204	Brookport and Brockwayville	Pittsburg Northern R. Co.	5.08		217.17	6
110205	Milbail and Bellefonte	Central R. R. Co. of Pennsylvania	27.78	42.75	1,147.59	12
110206	Junction (n.o.) and Whitney	Pennsylvania R. R. Co.	1.20	42.75	51.30	12
110207	Cleatfield Bridge and Faunce	Cleatfield Southern R. R. Co.	8.10		243.00	6
110208	Milport and Shinglehouse	New York and Pennsylvania R. R. Co.	5.28		226.72	6
110209	Lovett and Lloydell	Pennsylvania R. R. Co.	4.14		176.98	6
110210	Groveton and Moonrun	Pittsburg and Moon Run R. R. Co.	5.02	42.75	214.60	6
110211	West Windfield and Butler Junction (n.o.)	Winfield R. R. Co.	{ 8.53 3.90 }		864.46	6
110212	Bellefonte and State College	Bellefonte Central R. R. Co.	19.31	53.01	1,023.62	18
110213	Newport and New Germantown	Newport and Shermans Valley R. R. Co.	28.72	49.59	1,424.22	12
110214	Exposition and Lynces Junction (n.o.)	Bessemer and Lake Erie R. R. Co.	1.27		54.29	6
110215	Echo and Yatesboro	Rural Valley R. R.	4.51		192.80	6
110216	New Salem and Ache Junction (n.o.)	Pennsylvania R. R. Co.	3.82		163.30	6
110217	Coal Lick Run Branch Junction (n.o.) and Edenborn	do	11.27		481.79	6
110218	Southfork and Dunlo	do	7.62	42.75	325.75	12
110219	Monongahela and Ellsworth (n.o.)	do	11.68		499.32	6
110220	Brookside (n.o.) and Lykens	Williams Valley R. R. Co.	12.07	42.75	515.99	15
110221	Carman and Hallton	Clarion River Rwy. Co.	10.92	42.75	466.88	7.78
110222	Ellwood City and West Ellwood Junction (n.o.)	Pittsburg and Lake Erie R. R. Co.	3.36	42.75	143.64	18
110223	Bradley Junction and Grant	Pennsylvania R. R. Co.	17.53	46.32	794.45	12
110224	Vacant					
110225	Port Royal and Blair's Mills	Tuscarora Valley R. R. Co.	27.24	47.03	1,281.09	12
110226						
110227						

		.....do.....	38.82	42.75	1,445.80	12.19			
110253	Shippensburg, Pa., and Edgemont, Md.								
110254	Vacant.								
110255	Vacant.	Pennsylvania, and North-western R. R. Co.	4.74	42.75	202.63	15			
110256	Antis and Punksatwney..								
110257	Vacant.	Pennsylvania R. R. Co.	2.10	42.75	89.77	25			
110258	Philadelphia and Cynwyd..								
110259	Vacant.	York Southern R. R. Co.	34.98	65.84	2,303.08	24			
110260	York, Pa., and Cardiff, Md.								
110261	Vacant.								
110262	Vacant.	Pennsylvania R. R. Co.	2.53	42.75	108.15	12			
110263	Vander Mill Junction (n. o.) and West Lehigh.	Reading and Southwestern Street Rwy. Co.	13.68	42.75	584.82	12			
110264	Reading and Adamstown..								
110265	Vacant.								
110266	Vacant.	Pennsylvania R. R. Co.	17.88	42.75	764.87	16.58			
110267	Vacant.								
110268	Vacant.								
110269	Vacant.								
110270	Vacant.								
110271	Kaylor Junction (n. o.) and Vinondale.	Pennsylvania R. R. Co.							
110272	Vacant.								
110273	Vacant.								
110274	Vacant.								
110275	Vacant.								
110276	Vacant.								
110277	Mount Jewett and Westline.	Mount Jewett, Kinzua and Rterville R. R. Co.	13.96	42.75	506.79	13.36			
110278	Stanley (n. o.) and Helvetia.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.01	42.75	85.92	12			
110279	La Jose Junction (n. o.) and La Jose.	Pennsylvania R. R. Co.	.88	42.75	37.62	15			
110280	Vacant.								
110281	Strubles (n. o.) and Pine-grove Mills.	Bellefonte Central R. R. Co.	4.18	42.75	178.69	12			
110282	Clermont and Cartwright..	Pittsburg, Shawmut and Northern R. R. Co.	50.43		1,500.00	6			Agreement.
110283	Westwood Switch (n. o.) and Tremont.	Philadelphia and Reading Rwy. Co.	10.31	42.75	440.75	6			from June 1 to September 30 of each year.
			7,183.98		1,485,363.00		231,135.30		
	DELAWARE.								
112001	Wilmington and Delmar...	Philadelphia, Wilmington and Baltimore R. R. Co.	98.64	200.93	19,819.73	28.28			
112002	Lewes and Rehoboth.....	.....do.....	6.06		259.06	6			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion. <i>Dollars.</i>	Annual rate of pay for trans- portation. <i>Dollars.</i>	Aver- age num- ber of trips per week.	Author- ized milen- age of railway post- office cars.	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for rail- way post- office cars. <i>Dollars.</i>	Lines of rail- way post-office cars author- ized.	Remarks.
DELAWARE—continued.											
112003	Clayton, Del., and Oxford, Md.	Philadelphia, Wilmington and Baltimore R. Co.	54.89	106.02	5,819.43	12					
112004	Georgetown and Lewes....	do	14.96	75.24	1,125.59	12					
112005	Wilmington, Del., and Lan- denburg, Pa.	Baltimore and Ohio R. R. Co.	19.80	42.75	846.45	13.98					
112006	Harrington, Del., and Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. Co.	78.30	80.37	6,292.97	10.40					
112007	Newark and Delaware City	do	12.61	75.24	948.77	16.86					
			285.26		35,112.00						
MARYLAND.											
113001	Philadelphia, Pa., and Washington, D. C.	do	137.43	1,839.96	252,865.70	148.53	137.43	310.00	42,603.30	5 lines 60 feet; 14 lines 50 feet.	Baltimore, Md., to Washington, D. C.
113002	Baltimore, Md., and Sun- bury, Pa.	Northern Central Rwy Co....	138.30	372.78	51,555.47	49.58	138.11 40	40.00 250.00	5,524.40	1 line 50 feet; 4 lines 60 feet; 2 lines 40 feet.	Washington, D. C., to Cumberland, Md.
113003	Baltimore, Md., and Graf- ton, W. Va.	Baltimore and Ohio R. R. Co.	294.61	812.25	239,296.97	62.52	152.20 102.20	225.00 150.00	59,575.00	4 lines 60 feet; 1 line 40 feet. 3 lines 60 feet..	Cumberland, Md., to Grafton, W. Va.
113004	Araby and Frederick	do	3.83	94.91	363.50	46.50					
113005	Weverton and Hagerstown.	do	24.43	73.53	1,796.83	21					
113006	Baltimore and Hagerstown.	Western Maryland R. R. Co.	87.83	164.16	14,434.58	24.51	87.58	25.00	2,189.50	1 line 40 feet..	
113007	Annapolis and Annapolis Junction.	Annapolis, Washington and Baltimore R. Co.	20.83	69.26	1,442.68	19					
113008	Cambridge, Md., and Sea- ford, Del.	Philadelphia, Wilmington and Baltimore R. Co.	33.62	70.11	2,357.09	6					
113009	Baltimore and Ocean City..	Baltimore, Chesapeake and Atlantic Rwy. Co.	131.53	52.16	6,860.60	9.12					
113010	Townsend, Del., and Cen- terville, Md.	Philadelphia, Wilmington and Baltimore R. Co.	35.21	76.10	2,679.48	12					
113011	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennay- vania R. R. Co.	33.78	90.63	3,061.48	12					
113012	Clayton, Del., and Chester- town, Md.	Baltimore and Delaware Bay R. R. Co.	32.62	75.24	2,446.80	6					

113013	Brandywine and Mechan- icville.	Washington and Potomac R. Co.	20.18	49.59	1,000.72	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		VIRGINIA—continued.									
114004	Alexandria and Round Hill.	Southern Rwy. Co.	Miles, 50.17	Dollars, 100.89	Dollars, 5,081.65	25.84			Dollars.		
114005	Fortress Monroe and Gor- donville.	Chesapeake and Ohio Rwy. Co.	160.68	166.73	26,790.17	16.81					
114006	Richmond and Danville	Southern Rwy. Co.	140.00	154.76	21,666.40	14					
114007	Junction (n. o.)	do									
114008	Richmond and West Point.	do	39.28	76.10	2,985.40	6.50					
114008	Richmond and Petersburg.	Atlantic Coast Line R. R. Co.	19.81	499.32	11,439.42	40.50	22.45	100.00	2,245.00	2 lines 60 feet.	
114009	Petersburg, Va., and Wel- don, N. C.	do	60.64	434.34	26,388.37	21	60.40	100.00	6,040.00	2 lines 60 feet.	
114010	Petersburg and City Point.	Norfolk and Western Rwy. Co.	10.55	42.75	451.01	6					
114011	Norfolk and Lynchburg.	do									
114012	Bluestone Junction (n. o.)	do	204.48	152.19	31,119.81	16.79					
	and Pocahontas.	do	1.56	42.75	67.54	28					
114013	Lynchburg, Va., and Bris- tol, Tenn.	do	204.21	223.16	45,571.50	14	203.89	50.00	10,194.50	2 lines 40 feet.	
114014	Glade Spring and Saltville.	do	9.49	44.46	421.92	14					
114015	Vacant.	do									
114016	Roundhill and Bluemont.	Southern Rwy. Co.	4.41		188.52	6					
114017	Bermuda Hundred and Farmville.	R. R. Co. Virginia-Carolina Rwy. Co.	90.71	42.75	3,877.35	6					
114018	Abingdon and State Line (n. o.)	do	18.05		771.63	6					
114019	Kempsville Junction (n. o.) and Munden.	Norfolk and Southern R. R. Co.	21.80		656.29	6					
114020	Fredericksburg and Orange	Potomac, Fredericksburg and Piedmont R. R. Co.	38.14	65.84	2,511.13	6					
114021	Hagerstown, Md., and Roanoke, Va.	Norfolk and Western Rwy. Co.	239.57	143.64	34,411.63	9.74					
114022	Elba and Rocky Mount.	Southern Rwy. Co.	37.90	42.75	1,594.57	6					
114023	Richmond and Clifton Forge.	Chesapeake and Ohio Rwy. Co.	230.80	88.07	20,326.55	8.46					
114024	Calverton and Warrenton.	Southern Rwy. Co.	9.16	67.55	618.76	27					
114025	Hermitage Junction (n. o.) Va., and Norlina, N. C.	Seaboard Air-Line Rwy.	101.90		4,356.22	6					
114026	Vacant.	do									
114027	Vacant.	do									
114028	Danville and Stuart.	Danville and Western Rwy. Co.	76.09	53.87	4,098.96	10.09					

Agreement.

Do.

Do.

Do.

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
VIRGINIA—continued.											
114059	Harrisonburg and Lexington.	Valley R. R. Co. of Virginia.	Miles. 62.53	Dollars. 78.66	Dollars. 4,918.60	15.48	Miles.	Dollars.	Dollars.		
114060	Interior and Big Stone Junction (n. o.).	Big Stony Rwy. Co.	11.24	42.75	480.51	6					
114061	Appalachia Junction (n. o.) and Stonega.	Interstate R. R. Co.	5.09		217.59	6					
114062	Ocean View and Fortress Monroe.	Norfolk and Ocean View Rwy. Co.	6.60		282.15	6					Agreement. Do.
			4,066.45		804,296.99				137,850.10		
WEST VIRGINIA.											
116001	Harpers Ferry, W. Va., and Brockett, Va.	Baltimore and Ohio R. R. Co.	51.11	108.46	5,287.84	15.76					
116002	Grafton and Parkersburg.	do.		598.24	61,024.01	27.73					
116003	Charleston and Clay.	Charleston, Clendenin and Sutton R. R. Co.	103.74	42.75	2,190.51	6	103.31	150.00	15,498.50	3 lines 60 feet.	
116004	Pennsboro and Harrisville.	Pennsboro and Harrisville Ritchie County Rwy. Co.	9.28	46.17	428.45	12					
116005	Wheeling Junction (n. o.) and Wheeling.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	24.45	147.06	3,585.61	34					
116006	Flatwoods and Sutton.	Baltimore and Ohio R. R. Co.	6.00	42.75	256.50	12					
116007	Thomas and Davis.	West Virginia Central and Pittsburg Rwy. Co.	6.45	42.75	275.73	26					
116008	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R. Co.	4.89	42.75	208.62	15					
116009	Hendricks and Horton.	Dry Fork R. R. Co.	31.33	42.75	1,339.85	6					
116010	Point Pleasant Junction (n. o.), Ohio, and Gauley Bridge, W. Va.	Kanawha and Michigan Rwy. Co.	95.37	76.10	7,257.65	13.73					
116011	Weston and Pickens.	Baltimore and Ohio R. R. Co.	50.99	70.11	3,574.90	7.91					
116012	Grafton and Beilington.	do.	41.69	70.11	2,916.87	12					
116013	Wheeling and Kenova.	Ohio River R. R. Co.	23.73	145.36	32,517.70	20.65					
116014	Greenspring and Romney.	Baltimore and Ohio R. R. Co.	16.61	47.03	781.16	12					
116015	Benwood Junction (n. o.) and Wheeling.	do.	4.92	237.69	1,169.43	56	4.66	50.00	233.00	2 lines 40 feet.	
116016	Coopers and Goodwill.	Norfolk and Western Rwy. Co.	7.91	42.75	338.15	11.18					

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num. ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
118045	WEST VIRGINIA—continued. Parkersburg and Reedy Ripple.	Little Kanawha R. R. Co....	Miles. 30.46	Dollars.	Dollars. 1,302.16	6	Miles.	Dollars.	Dollars.		Agreement.
			1,478.74		191,002.42				15,788.00		
	NORTH CAROLINA.										
118001	Weldon and Raleigh.....	Raleigh and Gaston R. R. Co....	96.20	179.55	17,272.71	14					
118002	Weldon and State Line (n. o.)	Atlantic Coast Line R. R. Co....	172.67	346.28	59,792.16	16.53	172.60	100.00	17,280.00	2 lines 60 feet.	
118003	Wilmington and Hamlet.....	Carolina Central R. R. Co....	110.15	67.55	7,440.63	7					
118004	Goldboro and Greensboro.....	Southern Rwy. Co....	129.90	156.47	20,323.45	19.38					
118005	Goldboro and Morehead City	Atlantic and North Carolina R. R. Co....	94.06	88.20	8,768.46	11.08					
118006	Salisbury, N. C., and Morris- town, Tenn.	Southern Rwy. Co....	228.72	190.67	43,610.04	14.10					
118007	{Charlotte, N. C., and Augus- ta, Ga.	{do.....	191.00	241.11	46,062.01	14.29	{106.40 3.68	{25.00 25.00	{2,752.00 2,752.00	{1 line 40 feet. 1 line 50 feet.	{Charlotte, N. C., and Columbia, S. C., (n. o.), Columbia and Cayce (n. o.).
118008	Wilson and Wilmington.....	Atlantic Coast Line R. R. Co....	108.30	150.48	16,296.98	14					
118009	Charlotte and Taylorsville.....	Southern Rwy. Co....	64.68	70.11	4,527.70	11.25					
118010	Raleigh and Hamlet.....	Raleigh and Augusta Air Line R. R. Co....	96.62	160.74	15,580.69	14					
118011	Mount Airy and Sanford.....	Southern Rwy. Co....	130.69	78.66	10,280.07	10.02					
118012	Greensboro and North- wileboro.	{do.....	103.23	115.43	11,915.83	9.88					
118013	Danville Junction (n. o.), Va., and Charlotte, N. C.	{do.....	142.00	1,063.36	149,577.12	35.01	142.00	240.00	34,080.00	4 lines 60 feet. 1 line 50 feet.	Agreement.
118014	Oxford and Henderson.....	{do.....	14.30	53.01	784.54	13.50					
118015	Boardman and Ashpole.....	Atlantic Coast Line R. R. Co....	10.88	.....	300.00	6					
118016	Ashville Junction (n. o.) and Murphy.	Southern Rwy. Co....	123.84	73.53	9,105.96	9.15					
118017	Ellenboro and Henrietta.....	Carolina Central R. R. Co....	5.41	42.75	231.27	6					
118018	Chapel Hill Station and	Southern Rwy. Co....	11.81	50.46	570.58	12					
118019	Halifax and Kinston.....	Atlantic Coast Line R. R. Co....	87.45	76.10	6,654.94	8.86					
118020	Plymouth and Rockmount.....	{do.....	68.90	82.94	5,714.56	15.92					
118021	Highpoint and Ashboro.....	Southern Rwy. Co....	28.23	71.82	2,027.47	18					

118022	Leaksville Junction (n.o.) and Leaksville.	Danville and Western Rwy. Co.	8.17	42.75	349.26	12				
118023	Lenoir, N. C., and Chester, S. C.	Carolina and Northwestern Rwy. Co.	110.23	71.82	7,916.71	12				
118024	Junction (n. o.) and Carleenton.	Carolina Central R. R. Co.	1.26	42.75	53.86	6				
118025	Louisburg and Franklinton	Raleigh and Gaston R. R. Co.	10.35	46.17	477.85	12				
118026	Warren Plains and Warren-ton.	Warrenton R. R. Co.	3.11	42.75	132.95	6				
118027	Aberdeen and Pattersons Bridge.	Moore County R. R. Co.	12.55	42.75	536.51	6				
118028	Rockymount and Spring-hope.	Atlantic Coast Line R. R. Co.	19.27	42.75	823.79	12				
118029	Moncure and Pittsboro....	Raleigh and Augusta Air Line R. R. Co.	11.54	43.61	503.25	12				
118030	Warsaw and Clinton	Atlantic Coast Line R. R. Co.	13.62	46.17	626.83	12				
118031	Climax and Ramseur	Southern Rwy. Co.	18.83	42.75	804.98	6				
118032	Marion, N. C., and Camden, S. C.	South Carolina and Georgia Extension R. R. Co.	172.55	71.82	12,392.54	6				
118033	Boykina, Va., and Lewiston, N. C.	Seaboard and Roanoke R. R. Co.	35.63	47.88	1,705.95	6				
118034	Hamlet and Gibson	Raleigh and Augusta Air Line R. R. Co.	10.32	42.75	441.18	6				
118035	Wilmington and Wrights-ville.	Wilmington Sea Coast R. R. Co.	9.17	42.75	392.01	6				
118036	Cameron and Hallison	Carthage R. R. Co.	18.79	42.75	803.27	9.19				
118037	Stokesdale and Madison	Southern Rwy. Co.	11.55	42.75	493.76	6				
118038	Monroe, N. C., and Clinton, S. C.	Georgia, Carolina and North-ern Rwy. Co.	91.02	139.37	12,685.45	14				
118039	Edenton and Bellhaven....	Norfolk and Southern R. R. Co.	39.18	53.01	2,076.98	6				
118040	Elrod and Ashpole	Atlantic Coast Line R. R. Co.	11.71	42.75	500.60	6				
118041	Henderson and Durham	Durham and Northern Rwy. Co.	41.42	54.72	2,256.50	9				
118042	Parkton and Bennettsville.	Atlantic Coast Line R. R. Co.	45.52	71.82	3,269.24	7				
118043	Aberdeen and Asheboro	Aberdeen and Asheboro R. R. Co.	56.37	46.32	2,554.68	12				
118044	Norfolk, Va., and Tarboro, N. C.	Norfolk and Carolina R. R. Co.	101.06	77.81	7,865.03	13				
118045	Hamlet, N. C., and Cheraw, S. C.	Raleigh and Augusta Air Line R. R. Co.	18.56	42.75	793.44	6				
118046	Salisbury and Norwood	Southern Rwy. Co.	41.53	48.74	2,024.17	6				
118047	Hamlet and Monroe	Carolina Central R. R. Co.	62.87	147.92	7,820.53	14				
118048	Boardman, N. C., and Con-way, S. C.	Atlantic Coast Line R. R. Co.	50.18	51.30	2,574.23	6				
118049	Charlotte, N. C., and At-lanta, Ga.	Southern Rwy. Co.	267.36	753.25	201,391.59	25.58				
118050	Winston-Salem and Moores-ville.	do	55.15	51.30	2,829.19	6				
118051	Vacant.									
118052	Cheeroa, Tenn., and Hunts-dale, N. C.	Ohio River and Charleston Rwy. Co.	14.50		619.87	6				Do

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
NORTH CAROLINA—cont'd.											
119053	Parmelee and Wilmington.	Atlantic Coast Line R. R. Co.	Miles. 25.97	Dollars. 78.53	Dollars. 1,909.57	12	Miles. 12	Dollars. 1,909.57	Dollars.		
119054	Wilmington and Newbern.	do.	87.97	48.74	4,297.65	6	6	4,297.65			
119055	Hallison and Spies.	Durham and Charlotte R. R. Co.	11.12		475.88	6	6				
119056	Gumberry and Jackson.	Northampton and Hertford R. R. Co.	9.82	42.75	398.43	12	12				
119057	Gulf and Hallison.	Durham and Charlotte R. R. Co.	16.22	42.75	693.40	6	6				
119058	Hendersonville and Brevard.	Transylvania R. R. Co.	22.59	47.88	1,081.60	7	7				
119059	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R. Co.	79.39	117.99	9,367.22	14	14				
119060	Briscoe and Troy.	Aberdeen and Asheboro R. R. Co.	8.40	42.75	359.10	6	6				
119061	Aberdeen and Endon.	Aberdeen and Rockfish R. R. Co.	16.05	42.75	686.13	8.42	8.42				
119062	Junction (n. o.) and Raeford.	do.	9.85	42.75	421.06	6	6				
119063	Ahoke and Windsor.	Wellington and Powellsville R. R. Co.	24.25	42.75	1,036.68	6	6				
119064	Sandford and Wilmington.	Atlantic Coast Line R. R. Co.	118.66	72.68	8,624.20	7.89	7.89				
119065	Monroe and Rutherfordton.	Carolina Central R. R. Co.	105.64	88.07	9,303.71	8.63	8.63				
119066	Apex and Angier.	Cape Fear and Northern Rwy. Co.	20.26	42.75	866.11	6	6				
119067	Suffolk, Va., and Amboy, N. C.	Suffolk and Carolina R. R. Co.	35.23	42.75	1,506.06	6	6				
119068	Norfolk, Va., and Edenton, N. C.	Norfolk and Southern R. R. Co.	74.74	117.14	8,755.04	9	9				Do.
119069	Raleigh and Sippahaw.	Raleigh and Cape Fear Rwy. Co.	21.07		500.00	6	6				Do.
119070	Raeftord and Rockfish.	Aberdeen and Rockfish R. R. Co.	13.00		350.00	6	6				Do.
119071	Troy and Mount Gilead.	Aberdeen and Asheboro R. R. Co.	14.58		623.29	6	6				Do.
119072	Brevard and Toxaway.	Transylvania R. R. Co.	9.94		424.93	6	6				Do.
			4,096.57		766,173.92						
									87,512.00		

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C.—Railroad mail service and railway post-office cars as in operation Jun. 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Line of rail- way post-office cars author- ized.	Remarks.
SOUTH CAROLINA—cont'd.											
120033	Floyds (n. o.) and Hartsville.	Atlantic Coast Line R. R. Co.	Miles. 10.12	Dollars. 42.75	Dollars. 432.68	6	Miles.	Dollars.	Dollars.		
120034	Pickens and Easley.	Pickens R. R. Co.	9.32	42.75	398.43	12					
120035	Cayce (n. o.) and Perry	Southern Rwy. Co.	31.16	218.03	6,793.81	14	31.06	25.00	776.50	1 line 40 feet.	
120036	Vacant.										
120037	Columbia and Laurens.	Columbia, Newberry and Laurens R. R. Co.	75.30	86.36	6,502.90	10.44					
120038	Sumter and Robbins	Atlantic Coast Line R. R. Co.	99.47	137.66	13,693.04	7					
120039	Robbins, S. C., and Augusta, Ga.	do	28.81	82.08	2,364.72	7					
120040	Hardeeville, S. C., and Savannah, Ga.	Southern Rwy. Co.	23.53	93.20	2,192.99	14	23.29	25.00	582.25	1 line 40 feet.	Lap service over route 120010.
120041	Columbia, S. C., and Jacksonville, Fla.	Florida Central and Peninsular R. R. Co.	280.77	163.31	45,852.54	14.30	280.77	25.00	7,016.25	1 line 40 feet.	Lap service over route 120004.
120042	Latta and Clio.	Atlantic Coast Line R. R. Co.	20.29	42.75	867.39	6					
120043	Koebuck and Glenn Springs	Glenn Springs R. R. Co.	10.10	42.75	431.77	6					
120044	Allendale and Hardeeville.	Southern Rwy. Co.	52.30	158.17	8,272.29	14	52.00	25.00	1,300.00	1 line 40 feet.	
120045	Gibson, N. C., and Sumter, S. C.	Atlantic Coast Line R. R. Co.	76.45	54.72	4,128.62	9.33					
120046	Sumter and St. Paul	Northwestern R. R. Co. of S. C.	25.07	42.75	1,071.74	6					
			2,597.45		309,973.31				32,142.10		
GEORGIA.											
121001	Hearpine and Quitman.	South Georgia Rwy. Co.	28.49	42.75	1,217.94	6					
121002	Atlanta, Ga., and Chattanooga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	186.82	825.76	44,570.48	21.89	186.82	100.00	13,682.00	1 line 60 feet; 2 lines 40 feet.	
121003	Atlanta, Ga., and Montgomery, Ala.	Western Rwy. of Alabama	171.61	478.80	82,166.86	21	171.61	100.00	17,161.00	2 lines 60 feet.	
121004	Augusta and Atlanta.	Georgia R. R. Co.	171.00	196.65	33,627.15	21.21					
121005	Millen and Augusta.	Central of Georgia Rwy. Co.	53.52	76.95	4,118.36	21					
121006	Washington and Barnet.	Georgia R. R. Co.	17.62	63.27	1,114.81	21					
121007	Union Point and Athens.	do	38.95	76.10	2,964.09	14					
121008	Kingston and Rome.	Nashville, Chattanooga and St. Louis Rwy.	18.04	46.17	832.90	14					
121009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy. Co.	171.90	332.60	57,173.94	47.70	171.90	90.00	15,471.00	1 line 50 feet; 2 lines 40 feet.	

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
			Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
GEORGIA—Continued.											
121044	Climax, Ga., and River Junction, Fla.	Savannah, Florida and Western Rwy. Co.	30.51	64.13	1,956.60	7					
121045	Bellmont and Jefferson	Gainesville, Jefferson and Southern R. R. Co.	13.26	43.61	578.26	12					
121046	Sylvania and Rockford	Sylvania R. R. Co.	14.88	47.03	699.80	12					
121047	Americus and Columbus	Central of Georgia Rwy. Co.	64.14	48.74	3,128.18	7					
121048	Augusta and Tennesse	Southern Rwy. Co.	83.75	53.01	4,439.68	13					
121049	Tifton and Thomasville	Tifton, Thomasville and Gulf Rwy. Co.	55.80		2,886.45	6					Agreement.
121050	Savannah and Meldrim	Georgia and Alabama Rwy. Co.	17.62		783.25	6					Do.
121051	Columbus and McDonough	Southern Rwy. Co.	97.90	130.82	12,807.27	14					
121052	Athens and Macon	Central of Georgia Rwy. Co.	105.21	59.85	6,296.51	7					
121053	Midville and Swainsboro	Midville, Swainsboro and Red Bluff R. R. Co.	17.98	42.75	768.65	6					
121054	Union Point and White Plains.	Union Point and White Plains R. R. Co.	13.80	42.75	589.95	12					
121055	Millen and Stillmore	Millen and Southwestern R. Co.	34.65	42.75	1,481.28	7					
121056	Atlanta and Fort Valley	Southern Rwy. Co.	105.37	66.69	7,027.12	6.42					
121057	Chattanooga, Tenn., and Carrollton, Ga.	Chattanooga, Rome and Southern R. R. Co.	138.81	77.81	10,800.80	8.58					
121058	Macon, Ga., and Palatka, Fla.	Georgia Southern and Florida Rwy. Co.	285.55	168.31	46,633.17	17.65					
121059	Crawford and Lexington	Lexington Terminal R. R. Co.	3.80	42.75	162.45	18					
121060	Wadley and Rixville	Wadley and Mount Vernon R. R. Co.	29.98	42.75	1,261.64	14					
121061	Statesboro and Dover	Central of Georgia Rwy. Co.	10.00	42.75	427.50	15.50					
121062	Dunlap (n. o.) and Smithonia.	Smithonia and Dunlap R. R. Co.	6.20	42.75	265.06	12					Not adjusted.
121063	Columbus and Albany	Georgia and Alabama Rwy. Co.	88.99	70.11	6,232.07	7					
121064	Bainbridge, Ga., and Montgomery, Ala.	Alabama Midland Rwy. Co.	175.72	162.45	28,546.71	15.71					
121065	Savannah and Tybee	Central of Georgia Rwy. Co.	16.25	42.75	694.68	14					
121066	Meldrim, Ga., and Montgomery, Ala.	Georgia and Alabama Rwy. Co.	320.87	96.76	30,726.51	9.11					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	FLORIDA—continued.										
123005	Pensacola and Millview....	Pensacola and Ferdido R. R. Co.	Miles. 7.31	Dollars. 42.75	Dollars. 312.50	6	Miles.	Dollars.			
123006	Jacksonville and River Junction.	Florida Central and Penin- sular R. R. Co.	208.67	109.44	22,886.84	14.31					
123007	Sanford and Port Tampa...	Savannah, Florida and Western Rwy. Co.	124.04	193.23	23,968.24	14	124.00	25.00	3,100.00	1 line 40 feet..	All land grant
123008	Astor and Leesburg	St. Johns and Lake Eustis R. R. Co.	39.45	42.75	1,686.48	6					
123009	Thonotosassa and Tampa...	Tampa and Thonotosassa Rwy. Co.	14.74	42.75	630.13	6					
123010	Sanford and Oviedo	Savannah, Florida and Western Rwy. Co.	18.11	42.75	774.20	6					
123011	Wildwood and Orlando	Florida Central and Penin- sular R. R. Co.	54.32	71.82	3,901.26	14					
123012	Palatka and Fitzgerald	Florida Southern R. R. Co.	135.22	111.15	15,029.70	10.10					
123013	Tallahassee and St. Marks...	Florida Central and Penin- sular R. R. Co.	22.06	42.75	943.06	6					
123014	Fort Mason (n. o.) and Lane Park.	St. Johns and Lake Eustis R. R. Co.	9.48	47.88	453.90	10.24					
123015	Pensacola and River Junc- tion.	R. R. Co.	161.96	86.18	13,956.85	7					Do.
123016	Jacksonville and Palm Beach.	Louisville and Nashville R. R. Co.	301.21	179.55	54,062.25	10	300.87	25.00	7,521.75	1 line 40 feet..	
123017	Vacant.	Florida East Coast Rwy. Co.									
123018	Jacksonville and Sanford ..	Savannah, Florida and Western Rwy. Co.	124.44	226.58	28,195.61	20.04	124.40	25.00	3,110.00	1 line 40 feet..	Do.
123019	Waldo and Cedar Keys.....	Florida Central and Penin- sular R. R. Co.	71.20	41.72	2,970.46	8.33					
123020	De Land and De Land Junc- tion (n. o.).	Savannah, Florida and Western Rwy. Co.	4.00	53.87	215.48	12					
123021	Wahnetta (n. o.) and Bar- tow.	do.	17.28	49.59	856.91	14					
123022	Rochelle and Gainesville ..	Florida Southern R. R. Co.	9.54	42.75	407.83	25					Agreement
123023	Jacksonville and Newberry ..	Jacksonville and Southwest- ern R. R. Co.	87.80		1,500.00	6					
123024	Lakeland and Bartow	Savannah, Florida and Western Rwy. Co.	13.87	88.92	1,233.32	10.50					

129026	Enterprise Junction (n.o.) and Titusville.	Florida East Coast Rwy. Co.	40.78	42.75	1,748.84	6
129028	Bartow and Punta Gorda .. Vacant.	Florida Southern R. Co.	75.14	75.24	5,653.48	7
129029	Vacant.					
129030	Sanford and Trilby.....	Sanford and St. Petersburg R. R. Co.	77.19	42.75	3,299.87	6
129031	Jacksonville and Pablo Beach.	Florida East Coast Rwy. Co.	17.88	42.75	764.37	6
129032	Sampson and Gainesville ..	Gainesville and Gulf Rwy. Co.	20.52	.....	600.00	6
129033	Lake City and Lake City Junction (n.o.).	Savannah, Florida and Western Rwy. Co.	19.20	42.75	820.80	13
129034	Ocala and Homosassa.....	Silver Springs, Ocala and Gulf R. R. Co.	47.57	47.03	2,237.21	9.65
129035	Tavares and Clermont.....	Tavares and Gulf R. R. Co..	29.43	42.75	1,258.13	6
129036	Thomasville, Ga., and Monticello, Fla.	Savannah, Florida and Western Rwy. Co.	24.63	50.46	1,242.58	16
129037	Mayport and Pablo Beach ..	Florida East Coast Rwy. Co.	8.64	.....	399.36	6
129038	Kissimmee and Narcoossee.	Savannah, Florida and Western Rwy. Co.	16.37	42.75	699.51	6
129039	Pensacola and Warrington.	Pensacola Electric Terminal Rwy. Co.	6.51	42.75	278.30	13
129040	Vacant.					
129041	Drifton and Monticello	Florida Central and Penin- sular R. R. Co.	4.76	48.74	282.00	14
129042	Vacant.					
129043	Palatka and San Mateo.....	Florida East Coast Rwy. Co.	7.67	42.75	327.89	14.83
129044	Fitzgerald and Hobe Sound.	Florida Southern R. R. Co.	10.64	42.75	456.57	14
129045	Trilby and St. Petersburg ..	Sanford and St. Petersburg R. R. Co.	75.75	85.50	6,476.62	9.43
129046	Tallahassee and Apalachicola.	Carrabelle, Tallahassee and Georgia R. R. Co.	79.18	49.59	3,926.53	7
129047	Vacant.					
129048	Vacant.					
129049	Livestock and Luraville.....	Livestock and Gulf Rwy. Co..	17.73	42.75	757.95	6
129050	Gainesville and High Springs.	Savannah, Florida and Western Rwy. Co.	23.88	50.46	1,204.74	7
129051	Gainesville and Fairfield....	Gainesville and Gulf Rwy. Co.	28.46	42.75	1,216.23	6
129052	Starke and Alachua.....	Florida Central and Penin- sular R. R. Co.	27.37	42.75	1,170.06	6
129053	Westlake and Ellaville.....	Ellaville, Westlake and Jen- nings R. R. Co.	10.00	42.75	427.50	6
129054	West Palm Beach Junc- tion (n.o.) and Miami.	Florida East Coast Rwy. Co.	66.94	151.34	10,136.75	7
			25,504.04	251,805.19	15,392.75	

			14.00	10.26					Lap service over 124015.
124016	Birmingham and Mobile Junction (n. o.)	Southern Rwy. Co.	34.36	85.50	3,081.42	7			
124017	Mobile Junction (n. o.) and Catoosa.	Louisville and Nashville R. R. Co.	45.42	53.14	2,640.71	6			
124018	Selma and Pine Apple Sta- tion (n. o.)	Woodward Iron Co.	4.65	42.75	198.78	9.17			
124019	Dolomite and Wheeling Station (n. o.)	Chehaw and Tuskegee	5.85	55.58	325.14	31.50			
124020	Columbia and Dothan	Central of Georgia Rwy. Co.	21.28	600.00	600.00	6			
124021	Eufaula and Ozark	do	56.96	47.03	2,819.91	6			
124022	Selma and Martins Station.	Birmingham, Selma and New Orleans Rwy. Co.	20.60	42.75	880.65	6			
124023	Pine Apple Station (n. o.)	Louisville and Nashville R. R. Co.	74.49		8,184.44	6			
124024	Elmore and Wetumpka	do	6.87	48.74	334.84	13			
124025	Florence and Tusculum	Southern Rwy. Co.	7.24	69.25	501.44	14			
124026	Talladega and Milledge Sta- tion (n. o.)	Talladega and Montgomery Rwy. Co.	6.96	42.75	297.54	21			
124027	Sprague and Laverne	Alabama Midland Rwy. Co.	32.89	47.88	1,574.77	6			
124028	Yolande (n. o.) and Brook wood.	Louisville and Nashville R. R. Co.	8.11		346.70	6			
124029	Reform and Carrollton	Carrollton Short Line Rwy. Co.	10.06		480.06	6			
124030	Talladega and Pell City	Birmingham and Atlantic R. Co.	23.19	53.01	1,229.30	12			
124031	Vacant.								
124032	Elora, Tenn., and Gadsden, Ala.	Nashville, Chattanooga and St. Louis Rwy. Co.	99.83	60.71	6,060.68	8.16			
124033	Rome, Ga., and Attalla, Ala.	Southern Rwy. Co.	63.82	61.56	3,928.75	7			
124034	Mobile and Bridges	Southern Rwy. Co.	149.30	86.86	13,338.18	7			
	Bridges and Selma		12.80	35.91					
124035	Attalla and Calera	Louisville and Nashville R. R. Co.	119.81	58.14	6,965.75	7			
124036	Champion and Birming- ham.	do	38.92	42.75	1,693.83	6			
124037	Birmingham and Lopez	do	57.27	64.98	3,721.40	12.47			
124038	Riverton and Riverton Junction (n. o.)	Northern Alabama Rwy. Co.	11.19	42.75	478.37	6			
124039	Mobile and Bayou La- batre.	Mobile and Bay Shore Rwy. Co.	38.50		1,000.00	6			
124040	Tredgear Junction (n. o.) and Jacksonville	East and West R. Co.	4.07	42.75	173.99	13			
124041	Mobile, Ala., and Merrill, Miss.	Mobile, Jackson and Kan- sas City R. Co.	50.80	42.75	2,171.70	6			
124042	Grimes and Abbeville	Abbeville Southern Rwy. Co.	27.70	42.75	1,184.17	6			
124043	Vacant.								
124044	Prattville Junction (n. o.) and Prattville.	Louisville and Nashville R. R. Co.	10.33	42.75	441.60	12			

Lap service over
124006.

Agreement.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
ALABAMA—continued.											
124045	Cardiff and Blossburg.....	Southern Rwy. Co.....	Miles. 2.81	Dollars. 42.75	Dollars. 120.12	14	Miles.	Dollars.	Dollars.		
124046	Vacant.										
124047	Vacant.										
124048	Lafayette and Opelika.....	Lafayette Rwy. Co.....	22.17	42.75	947.76	14					
124049	Vacant.										
124050	Georgiana and Geneva.....	Louisville and Nashville R. Co.	78.09	42.75	3,338.34	6					Agreement on part of Andalusia to Geneva. Agreement.
124051	Jaspe, and Parrish.....	Northern Alabama Rwy. Co.	9.75		416.81	6					
MISSISSIPPI.											
126001	Calro, Ill., and New Orleans, La.	Illinois Central R. R. Co.....	562.64	239.40	134,696.01	19.29	562.64	80.00	45,011.20	2 lines 50 feet.	
126002	Vacant.										
126003	Meridian and Jackson.....	Alabama and Vicksburg Rwy. Co.	96.91	143.64	21,577.95	14	139.86	25.00	3,464.00	1 line 40 feet.	{Land grant, 95.91 miles.
126004	Jackson and Vicksburg.....		43.45	179.55	151.34						{Land grant, 338.11 miles.
126005	Jackson, Tenn., and Tennessee State Line (n.o.)	Mobile and Ohio R. R. Co	53.91	151.34	46,488.35	14.02					
126006	Tennessee State Line (n.o.) and Mobile, Ala.		333.11	121.07							
126007	Birmingham, Ala., and Greenville, Miss.	Southern Rwy. Co.....	291.44	141.98	41,364.07	14					
126008	Helena, Ark., and Eagles Nest, Miss.	Yazoo and Mississippi Valley R. R. Co.	20.55	46.17	948.79	9.87					
126009	Muldon and Aberdeen.....	Mobile and Ohio R. R. Co.	9.04	48.74	440.60	17.50					
126010	Middleton, Tenn., and Pontotoc, Miss.	Gulf and Chicago R. R. Co.	62.81	53.87	3,388.57	7					
126011	Aberdeen and Aberdeen Junction (n.o.)	Illinois Central R. R. Co.	105.85	69.26	7,331.17	7.52					
126012	Jackson and Natchez.....	Yazoo and Mississippi Valley R. R. Co.	98.54	106.88	10,531.95	12.92					
126013	Phillipp Junction (n.o.) and Minier City.do	1.20	42.75	51.80	14					
126014	Greenwood and Peete.....do	18.26	42.75	780.61	6.38					

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C.—*Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.*

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
TENNESSEE—continued.											
127007	Nashville, Tenn., and Hick- man, Ky.	Nashville, Chattanooga and St. Louis Rwy.	Miles. 167.61	Dollars. 160.74	26,941.63	20.63		Dollars.			Lap service on 121042.
127008	Jellico and Knoxville.....	Southern Rwy. Co.....	65.48	136.80	8,967.66	15.21					
127009	Bristol and Elizabethton.....	Virginia and Southwestern Rwy. Co.	24.80	42.75	1,060.20	6					
127010	Tracy City and Cowan.....	Nashville, Chattanooga and St. Louis Rwy.	20.00	49.59	991.80	24					
127011	Coletwah, Tenn., and Aus- tell, Ga.	Southern Rwy. Co.....	119.77	199.22	25,403.67	22.85		Miles.	Dollars.		
127012	Austell and Atlanta, Ga.....	Nashville, Chattanooga and St. Louis Rwy.	18.80	82.08	2,852.91	6.98					
127013	Bridgeport, Ala., and Tulahoma and Bonair.....	do do	68.23	80.37	5,483.64	11.62					
127014	Knoxville and Maryville.....	Knoxville and Augusta R. R. Co.	16.53	57.29	947.00	12					
127015	Columbia and Decherd.....	Nashville, Chattanooga and St. Louis Rwy.	87.23	69.26	6,041.54	10.07					
127016	Dickson and Mannie.....	do	62.99	67.55	4,254.97	6					
127017	Columbia, Tenn., and Tus- cumbia, Ala.	Louisville and Nashville R. R. Co.	87.42	82.08	7,176.48	7.11					
127018	Johnson City, Tenn., and Cranberry, N. C.	East Tennessee and Western North Carolina R. R. Co.	34.61	58.14	2,012.22	12					
127019	Moscow and Somerville.....	Southern Rwy. Co.....	13.68	42.75	584.82	6					
127020	Wartrace and Shelbyville.....	Nashville, Chattanooga and St. Louis Rwy.	8.40	61.56	517.10	18					
127021	Morristown and Coryton.....	Knoxville and Bristol Rwy. Co.	39.98	46.17	1,846.87	7.28					
127022	Harriam Junction (n. o.) and Clinton.	Southern Rwy. Co.....	30.73	136.95	4,177.74	14					
127023	Cross and Lefollette.....	Tennessee Northern Rwy. Co.	10.28	43.61	448.31	18					
127024	Clarksville, Tenn., and Gracey, Ky.	Louisville and Nashville R. R. Co.	35.12	44.46	1,561.48	6					
127025	Bearspring and Tennessee Ridge.	Tennessee and Cumberland River R. R. Co.	15.08	47.03	709.21	6					
127026	Gallatin, Tenn., and Scotts- ville, Ky.	Chesapeake and Nashville Rwy.	36.74	49.59	1,821.93	7.57					
127027	Perryville and Lexington.....	Nashville, Chattanooga and St. Louis Rwy.	24.90	44.46	1,107.07	7					

127028	Cleveland, Tenn., and Co- hutta, Ga.	Southern Rwy. Co.	15.20	42.75	649.80	6	Agreement.
127029	Lebanon and Monterey	Nashville and Knoxville R. R. Co.	79.91	38.79	6,695.65	6	
127030	Middleboro, Ky., and Knoxville, Tenn.	Southern Rwy. Co.	69.74	62.42	4,353.17	12.81	
127031	Junction (n. o.) and Carth- age.	Nashville and Knoxville R. R. Co.	7.50	42.75	320.62	6	
127032	Johnson City and Chestoa.	Ohio River and Charleston Rwy. Co.	20.90	42.75	888.48	6	
127033	Elizabethton and Vaughis- ville.	Virginia and Southwestern Rwy. Co.	32.27	.....	1,379.54	6
127034	Knoxville, Tenn., and Blue Ridge, Ga.	Atlantic, Knoxville and Northern Rwy. Co.	122.09	69.26	8,455.95	7	
127035	Emory Gap and Monterey.	Tennessee Central Rwy.	54.62	.....	2,335.00	6
127036	State Line (n. o.) and Cran- dall.	Beaver Dam R. R. Co.	8.87	.....	387.81	6
127037	Johnson City and Embre- ville.	Southern Rwy. Co.	13.82	42.75	590.80	6	
127038	Rogans and Hartsville.	Chesapeake and Nashville Rwy.	12.61	59.00	743.99	6	
127039	Athens and Tellico Plains.	Tellico Rwy. Co.	23.52	42.75	1,005.48	6	
127040	Knoxville and Fountain City.	Fountain Head R. R. Co.	5.76	42.75	246.24	12	
127041	Hematite (n. o.) and Pond (n. o.)	Louisville and Nashville R. R. Co.	30.73	42.75	1,313.70	6	
127042	Vanleer and Cumberland Furnace.	.....do	6.06	42.75	259.06	12
127043	Vacant.						
127044	Vacant.						
127045	Vacant.						
127046	Harriman and Petros.	Harriman and Northern R. R. Co.	19.24	42.75	822.51	13	
KENTUCKY.							
129001	Elkton and Guthrie.	Louisville and Nashville R. R. Co.	12.12	59.00	715.08	17.77	
129002	Cincinnati, Ohio, and Liv- ingston, Ky.	.....do	154.75	155.61	24,080.64	17.88
129003	Lexington and Lagrange.	.....do	67.10	86.36	5,794.75	15.40
129004	{ Cincinnati, Ohio, and Nash- ville, Tenn.	{do	298.64	458.28	136,860.73	34.31	
129005	Richardson and Peach Orchard.	Chesapeake and Ohio Rwy. Co.	3.06	42.75	130.81	6	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	KENTUCKY—continued.										
129006	Bardston Junction and Springfield.	Louisville and Nashville R. R. Co.	37.34	68.40	2,554.05	12					
129007	Lebanon Junction, Ky., and Jellico, Tenn.	.....do.....	171.39	153.90	26,376.92	15.05					
129008	Rowling Green, Ky., and Memphis, Tenn.	.....do.....	263.59	258.21	68,061.58	17.98	263.59	55.00	14,497.45	1 line 45 feet, and 1 line 40 feet.	
129009	Louisville and Fulton.....	Illinois Central R. R. Co.....	272.86	206.91	56,457.46	24.07					
129010	Cecilian and Hodgenville.....	.....do.....	17.49	43.61	762.73	12					
129011	Glasgow Junction and Glas- gov.	Louisville and Nashville R. R. Co.	10.99	77.81	855.13	13					
129012	Shelbyville and Anchorage.....	.....do.....	19.61	42.75	838.32	9					
129013	Greenup and Webbville.....	Eastern Kentucky Rwy. Co.....	36.41	53.01	1,930.09	6.72					
129014	Owensboro and Adairville.....	Louisville and Nashville R. R. Co.	85.85	66.69	5,725.33	7.99					
129015	Maysville and Lexington.....	.....do.....	68.91	78.66	5,420.46	14.61					
129016	Ashland and Lexington.....	Chesapeake and Ohio Rwy. Co.	123.70	167.58	20,729.64	20.51					
129017	East Louisville (n. o.) and Louisville (Water street depot).	Louisville and Nashville R. R. Co.	1.66	118.85	197.29	33					
129018	Elmgrove and Brooksville.....	Brooksville R. R. Co.....	10.85	47.88	519.49	12					
129019	Johnson Junction and Hillsboro.	Covington, Flemingsburg and Ashland Rwy. Co.	17.20	43.61	750.09	11.68					
129020	Cincinnati, Ohio, and Chat- tanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy. Co.	388.30	321.48	108,766.68	25.06	338.30	80.00	27,084.00	2 lines 60 feet.	
129021	Dixon and Blackford.....	Kentucky Western Rwy. Co.	19.09	816.09	816.09	6					
129022	Mount Sterling and Roth- well.	Chesapeake and Ohio Rwy. Co.	19.91	44.46	885.19	12					Agreement.
129023	Louisville and Prospect.....	Louisville and Nashville R. R. Co.	11.74	42.75	501.88	12					
129024	Lebanon and Greensburg.....	.....do.....	31.69	67.55	2,140.65	12					
129025	Huntington, W. Va., and Cincinnati, Ohio.	Chesapeake and Ohio Rwy. Co.	161.47	351.41	56,742.17	31.16	160.90	90.00	14,481.00	1 line 60 feet; 1 line 50 feet.	
129026	Shelbyville and Bloomfield.....	Shelbyville, Bloomfield and Ohio R. R. Co.	27.03	54.72	1,479.08	12.50					
129027	Cattletsburg and Myrtle ...	Chesapeake and Ohio Rwy. Co.	62.25	80.37	4,199.33	8.89					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	KENTUCKY—continued.										
129066	Jellico, Tenn., and Halsey, Ky.	Jellico, Bird Eye and Northern Rwy. Co.	Miles. 7.50	Dollars. 42.75	Dollars. 320.62	7		Dollars.			
129067	Beattyville and Beattyville Junction (n. o.).	Louisville and Atlantic R. Co.	6.00	42.75	256.50	12					
129068	Evansville, Ind., and Edgefield, Tenn.	Louisville and Nashville R. Co.	146.42	389.44	49,700.80	25.71	146.40	65.00	9,516.00	1 line 60 feet; 1 line 40 feet.	
			3,753.25		707,381.63				100,599.50		
	OHIO.										
131001	Bellaire and Chicago.	Baltimore and Ohio R. R. Co.	190.95	286.43	54,698.80	27.54	190.70	50.00	9,585.00	2 lines 40 feet.	Pittsburg, Pa., and Mansfield, Ohio.
131002	Pittsburg, Pa., and Chicago, Ill.	Pennsylvania Co.	468.32	1,026.86	480,899.07	40.62	175.27 238.05	800.00 275.00	138,169.75	2 lines 40 feet; 2 lines 40 feet; 1 line 40 feet	Mansfield, Ohio, and Chicago, Ill.
131003	Wellsville and Bellaire	do	46.99	129.11	6,066.87	27					
131004	Hudson and Columbus.	Cleveland, Akron and Columbus Rwy. Co.	144.61	137.66	19,907.01	16.17					
131005	Cleveland and Leavittsburg	Erie R. Co.	50.05	265.05	13,265.75	34	50.00	25.00	1,250.00	1 line 40 feet.	
131006	Pittsburg, Pa., and Cleveland, Ohio.	Pennsylvania Co.	149.28	256.65	38,163.43	28.06					
131007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy. Co.	75.01	2,459.84	184,512.59	37.38	74.15	400.00	29,660.00	8 lines 60 feet.	
131008	Bayard and New Philadelphia.	Pennsylvania Co.	32.48	79.52	2,582.80	12					
131009	Cleveland and Cochocton.	Wheeling and Lake Erie R. Co.	115.13	96.62	11,123.86	16.65					
131010	Sandusky and Chicago.	Baltimore and Ohio R. R. Co.	28.79	98.13	2,865.39	13					
131011	Xenia, Ohio, and Richmond, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	57.54	319.77	13,399.56	30.14	57.54	125.00	7,192.50	2 lines 60 feet; 1 line 40 feet.	
131012	Springfield and Sandusky.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	131.15	100.99	13,231.72	9.93					
							79.86	290.00		5 lines 60 feet; 1 line 30 feet; 3 lines 60 feet.	Cleveland and Galton.
131013	Cleveland and Cincinnati.	do	283.31	569.43	149,986.61	33.32	183.45	150.00	50,676.90		Galton and Cincinnati.

131014	Columbus and Cincinnati..	{Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.}	119.62	496.90	59,319.55	37.65	54.92	225.00	18,827.00	{4 lines 60 feet; 1 line 40 feet; 2 lines 60 feet.	Columbus and Xenia.
131015	{Columbus Ohio, and Indi- anapolis, Ind.	.....do.....	187.86	1,102.95	207,200.18	31.05	119.65	300.00	64,884.25	{6 lines 60 feet; 8 lines 60 feet; 1 line 40 feet; 2 lines 60 feet; 1 line 60 feet; 2 lines 60 feet	Xenia and Cincinnati. Columbus, Ohio, and Richmond, Ind. Richmond and Indi- anapolis, Ind. Gallion, Ohio, and In- dianapolis, Ind. Indianapolis, Ind., Grand Graple, Ill., Louis, Ill.
131016	{Gallion, Ohio, and East St. Louis, Ill.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	465.82	826.61	151,978.16	26.23	256.20	125.00	80,649.80	{2 lines 60 feet; 2 lines 60 feet; 2 lines 60 feet; 1 line 60 feet	
131017	Blanchester and Hillsboro.	Baltimore and Ohio South- western R. R. Co.	21.97	79.52	1,747.05	21.50	5.28	25.00			
131018	Portsmouth and Hamden Junction.	.....do.....	56.36	54.72	8,064.01	12					
131019	{Toledo, Ohio, and East St. Louis, Ill.	Wabash R. R. Co.....	483.28	506.16	219,309.00	80.23	150.19	140.00	77,732.80	{2 lines 60 feet; 1 line 50 feet; 2 lines 60 feet; 2 lines 50 feet; 1 line 40 feet; 2 lines 60 feet; 2 lines 50 feet; 1 line 40 feet.	Toledo, Ohio, to Peru, Ind. Peru to Lafayette.
131020	Sandusky, Ohio, and Peoria, Ill.	Lake Erie and Western R. R. Co.	415.46	94.91	39,431.30	14.98					
131021	Carey and Findlay.....	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	15.82	42.75	676.30	15					
131022	Dayton, Ohio, and Union City, Ind.	Dayton and Union R. R. Co..	47.32	89.78	4,248.38	19					
131023	Toledo and Dayton.....	Cincinnati, Hamilton and Dayton Rwy. Co.	142.60	312.83	44,623.81	32.49	142.60	85.00	12,121.00	{1 line 55 feet; 1 line 50 feet; 1 line 60 feet; 1 line 40 feet; 2 lines 40 feet.	
131024	Hamilton, Ohio, and In- dianapolis, Ind.	.....do.....	99.20	309.51	30,703.39	34.69	99.20	75.00	7,440.00		
131025	Cincinnati, Ohio, and Chi- cago, Ill.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	300.41	242.82	72,945.55	29.03	300.41	50.00	15,020.50		Dayton to Hamilton.
131026	Dayton and Cincinnati.....	{Cincinnati, Hamilton and Dayton Rwy. Co.	59.09	389.03	22,987.78	63.50	33.70	85.00	6,926.90	{1 line 55 feet; 1 line 50 feet; 1 line 55 feet; 1 line 40 feet; 1 line 60 feet.	Hamilton to Cincin- nati.
131027	Xenia and Springfield.....	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	19.31	147.92	2,866.33	17		160.00			
131028	Parkersburg, W. Va., and Cincinnati, Ohio.	Baltimore and Ohio South- western R. R. Co.	196.61	660.06	129,114.33	30.66	196.80	150.00	29,236.00	3 lines 60 feet.	
131029	Morrow and Trinway	Cincinnati and Muskingum Valley R. R. Co.	148.66	95.76	14,236.68	13.74					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901.—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office authorized.	Remarks.
	OHIO—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
131080	Detroit and Dundee, Mich., Dundee and Tecumseh, Mich., Tecumseh, Mich., and Lima, Ohio.	Detroit and Lima Northern Rwy. Co.	43.40 15.70 97.00	64.98 28.09 64.98	12,478.60	7.45					16.70 miles lap over 137019.
	Lima and Columbus Junction (n.o.), Columbus Junction (n.o.) and Peoria.		14.80	23.08							14.80 miles lap over 131123.
131031	Ashland and Custaloga (n.o.).	Ashland and Wooster Rwy. Co.	21.34		912.28	6					Agreement.
131032	Pittsburg, Pa., and Columbus, Ohio.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	190.77	1,494.54	285,113.39	54.19	190.77	525.00	100,154.25	10 lines 60 feet; 1 line 40 feet.	
131033	Dundas and Jackson	Hocking Valley Rwy. Co.	17.85	45.32	806.96	19.12	162.80	50.00		1 line 60 feet.	Salamanca and Youngstown.
131034	Salamanca, N. Y., and Dayton, Ohio.	Erie R. R. Co.	400.00	208.62	83,448.00	25.04	17.20 186.80	75.00 50.00	16,245.00	1 line 60 feet; 1 line 40 feet; 1 line 60 feet.	Youngstown and Leavittsburg. Leavittsburg and Marion Junction (n.o.). Agreement.
131035	Coshocton and Zanerville ..	Wheeling and Lake Erie R. Co.	30.14		1,000.00	6					
131036	Columbus and Athens	Hocking Valley Rwy. Co.	76.62	148.77	11,893.75	18.99					
131037	Niles and Lisbon	Erie R. R. Co.	84.02	76.10	2,663.92	12					
131038	Newark and Shawnee	Baltimore and Ohio R. R. Co.	43.99	57.29	2,520.18	12					
131039	Delphos and Dayton	Cincinnati, Hamilton and Dayton Rwy. Co.	94.23	55.84	6,204.10	8.20					
131040	Marietta and Valley Junction (n.o.).	Pennsylvania Co.	111.11	94.05	10,449.89	10.23					
131041	Cleveland and Bridgeport ..	Cleveland, Lorain and Wheeling Rwy. Co.	162.03	107.73	17,455.49	14.81					
131042	Delaware and Springfield ..	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	50.01	64.13	3,207.14	12					
131043	Mansfield and Toledo	Pennsylvania Co.	85.75	188.10	16,129.57	12	85.75	25.00	2,143.75	1 line 40 feet.	
131044	Anthonytown, Pa., and Marion Junction		78.58	82.94	6,517.42	18.66					
131045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy. Co.	133.59	868.68	116,046.96	35.85	133.30	150.00	19,995.00	3 lines 60 feet.	

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	OHIO—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
131072	Edison and Mount Gilead..	Cleveland, Cincinnati Chi- cago and St. Louis Rwy. Co.	2.61	48.74	127.21	18					
131073	Cleveland and Zoar Station.	Cleveland Terminal and Valley R. R. Co.	78.89	126.54	9,982.74	25.60					
131074	Logan and Pomeroy.....	Hocking Valley Rwy. Co....	84.05	101.75	8,562.08	18.03					
131075	Jackson, Mich., and Frank- lin, Ohio.	Cincinnati Northern R. R. Co.	200.00	91.49	19,297.86	10.39					Lap service over 130038.
131076	Franklin and Cincinnati, Ohio.	Pittsburg and Western Rwy. Co.	89.65	13.68							
131077	Akron, Ohio and Newcas- tle Junction (n. o.) Pa.	Hocking Valley Rwy. Co....	80.00	187.25	14,980.00	19.20					
131078	Neikonyville and Monday Creek Junction (n. o.)	Cincinnati, Lebanon and Northern R. R. Co.	17.45	42.75	745.98	11.45					
131079	Cincinnati and Lebanon...	Baltimore and Ohio R. R. Co.	29.59	71.82	2,125.15	20.03					
131079	Newark an. Midland		104.55	190.67	19,984.54	27.98					
131080	Toledo and Martins Ferry..	Wheeling and Lake Erie R. R. Co.	220.64	83.79	18,487.42	6.51					Agreement.
131081	Sedalia and Kingman	Ohio Southern R. R. Co.....	32.01	.....	1,368.42	6					
131082	St. Mary and Minster	Lake Erie and Western R. Co.	10.49	42.75	448.44	12					
131083	Means and Cadiz.....	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	8.18	83.79	685.40	86					
131084	Logan and New Straitsville.	Hocking Valley Rwy. Co....	13.30	47.03	625.49	13.05					
131085	Fultonham and Shawnee..	Columbus, Sandusky and Hocking R. R.	83.24	58.01	1,762.06	12					
131086	Alliance and Niles	Pennsylvania Co.	27.86	58.00	1,648.74	9.50					
131087	Lancaster Junction (n. o.) and South Bloomington.	Columbus, Lancaster and Wellston Rwy. Co.	23.00	42.75	985.26	12					
131088	Corning and Gallipolis....	Kanawha and Michigan Rwy. Co.	74.45	83.79	6,238.16	13.82					
131089	Cleveland, Ohio, and Chi- cago, Ill.	New York, Chicago and St. Louis R. R. Co.	388.97	92.34	31,300.48	13.86					
131090	Marion, Ohio, and Chicago, Ill.	Chicago and Erie R. R. Co....	270.96	213.75	57,917.70	17.97					
							270.25	50.00	13,512.50	1 line 60 feet..	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
INDIANA—continued.											
133024	Converse and Matthews....	Chicago, Indiana and Eastern Rwy. Co.	Miles. 28.48	Dollars.	Dollars. 1,217.52	6	.....	Dollars.	Dollars. .....	.....	Agreement.
133025	Vacant.										
133026	Vacant.										
133027	Detroit, Mich., and Chicago, Ill.	Wabash R. R. Co.....	271.65	150.48	40,877.89	22.20	96.90	40.00	3,876.00	1 line 50 feet..	Detroit and Montpelier.
133028	Vacant.										
133029	Vacant.										
133030	Terra Haute and Evansville.	Evansville and Indianapolis R. R. Co.	137.30	90.63	12,448.49	8.78	.....	.....	.....	.....
133031	Vacant.										
133032	Evansville and Jasper....	Southern Rwy. Co.....	58.95	108.46	5,581.66	19.06	.....	.....	.....	.....
133033	Vacant.										
133034	Rockport and Rockport Junction (n. o.).	Southern Rwy. Co.....	16.39	57.29	938.96	12.50	.....	.....	.....	.....
133035	New Salisbury and Corydon.	Louisville, New Albany and Corydon R. R. Co.	8.07	62.42	503.72	18	.....	.....	.....	.....
133036	Switz City and Bedford....	Chicago, Indianapolis and Louisville Rwy. Co.	40.55	47.03	1,907.06	6	.....	.....	.....	.....
133037	Anderson and Waveland....	Chicago and Southeastern Rwy. Co.	75.97	58.14	4,416.89	6	.....	.....	.....	.....
133038	Indianapolis and Monon....	Chicago, Indianapolis and Louisville Rwy. Co.	95.31	298.40	28,440.50	20	96.10	50.00	4,765.00	1 line 60 feet..	
133039	Fort Branch and Mt. Vernon.	Louisville Rwy. Co.	38.78	58.14	2,251.76	12	.....	.....	.....	.....
133040	Chili and Loganport.....	Wabash R. R. Co.	21.63	42.75	924.68	10.39	.....	.....	.....	.....
133041	Sewardville and New Harmond.	Wabash R. R. Co.	7.62	43.82	340.80	20	.....	.....	.....	.....
133042	Fort Wayne and Rushville.	Illinois Central R. R. Co.	107.86	95.76	10,330.58	12.77	.....	.....	.....	.....
133043	Vacant.	Lake Erie and Western R. R. Co.									
133044	Vacant.										
133045	Lafayette Junction (n. o.) and Aurora.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	6.50	42.75	277.87	17.90	.....	.....	.....	.....
133046	Vacant.										
133047	Attica and Covington.....	Wabash R. R. Co.....	15.16	42.75	648.09	12	.....	.....	.....	.....

C.—*Railroad mail service and railway post-office cars as in operation June 30, 1901*—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	ILLINOIS.										
135001	Chicago, Ill., and Milwau- kee, Wis.	Chicago and Northwestern Rwy. Co.	85	Dollars. 489.06	Dollars. 41,570.10	57.60	Miles. 85	Dollars. 120.00	Dollars. 10,200.00	3 lines 50 feet.	
135002	Chicago and Freeport	do	120.90	221.45	26,773.80	32.52	120.90 219.40	40.00 182.50	4,886.00	1 line 50 feet; 3 lines 60 feet; 4 line 50 feet; 4 line 40 feet; 2 lines 60 feet; 1 1/2 lines 50 feet.	Chicago, Ill., and Ce- dar Rapids, Iowa.
135003	{ Chicago, Ill., and Union Pa- cific Transfer (n. o.), Iowa.	do	{ 219.40 270.50	{ 643.53 516.42	{ 281,320.36	{ 42.28	{ 247.70 22.80	{ 160.00 250.00	{ 85,372.50	{ 3 lines 60 feet; 2 1/2 lines 50 feet.	Cedar Rapids and Missouri Valley. Missouri Valley and Union Pacific Transfer. Land grant, Cedar Rapids to Union Pacific Transfer (n. o.) 270.50 miles
135004	Fox River Switch (n. o.), Ill., and Williams Bay, Wis.	do	51.36	78.66	4,089.97	16.49					3.20 miles lap over 135001. 3.10 miles lap over 145090. 20.40 miles lap over 145018.
135005	{ Rock Island, Ill., and St. Louis, Mo.	Chicago, Burlington and Quincy R. R. Co.	{ 3.20 8.10	{ 113.71 108.58	{ 40,515.31	{ 17.72	{ 283.11	{ 25.00	{ 6,327.75	{ 1 line 40 feet.	
135006	Sidell and Olney	Indiana, Decatur and West- ern Rwy. Co.	20.40 85.48	58.86 59.00	5,043.32	9.10					
135007	{ Chicago, Ill., and Burling- ton, Iowa.	Chicago, Burlington and Quincy R. R. Co.	205.77	1,592.87	327,764.85	60.92	162.44	312.50	61,595.00	{ 6 lines 60 feet; 4 line 40 feet; 5 lines 60 feet.	Chicago and Gales- burg, Ill. Galesburg, Ill., and Burlington, Iowa.
135008	Rushville and Yates City	do	63.27	182.12	11,622.73	18.25					
135009	Peoria and Rio	do	65.22	201.78	13,160.09	25.20					
135010	Galesburg and Quincy	do	100.15	323.18	32,967.88	38	100.15	90.00	9,013.50	1 line 60 feet; 1 line 50 feet.	Galesburg and Quincy.
135011	Burlington, Iowa, and Quincy, Ill.	do	72.15	66.26	4,997.10	7.52					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
ILLINOIS—continued.											
135130	Roseville Junction (n. o.) and Sidell.	Chicago and Eastern Illi- nois R. R. Co.	35.25	42.75	1,506.93	6			Dollars.		Lap over route 135027.
135131	Washington and Peoria.	Chicago and Alton R. R. Co.	11.75	28.22	331.58	15.50					
135132	Springfield and Litchfield.	Illinois Central R. R. Co.	44.87	51.30	2,301.33	6					
135133	Preemption and Sherrard.	Rock Island and Peoria Rwy. Co.	4.70	42.75	200.92	12					
135134	Decatur and Quincy	Wabash R. R. Co.	151.30	170.15	25,743.69	22.64					
			10,346.18		2,221,641.32				390,872.15		
MICHIGAN.											
137001	Toledo, Ohio, and Detroit, Mich.	Lake Shore and Michigan Southern Rwy. Co.	63.50	180.41	11,456.03	25.50					
137002	Monroe and Adrian.	do.	34.00	120.56	4,099.04	12					
137003	Adrian and Jackson.	do.	46.80	117.14	5,482.15	12					
137004	White Pigeon and Grand Rapids.	do.	95.08	148.77	14,145.05	13					
137005	Jonesville and Lansing	do.	60.00	73.19	4,391.40	12					Land grant.
137006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R. Co.	284.33	450.59	128,116.25	44.78	284.33	135.00	38,384.55	1 line 60 feet; 1 line 55 feet; 1 line 50 feet.	
137007	Kalamazoo and South Ha- ven.	do.	39.85	82.94	3,305.15	12					
137008	Jackson and Niles.	do.	104.44	122.27	12,789.87	12.99					
137009	Jackson and Bay City.	do.	36.92 { 78.42	152.19 { 121.75	15,168.46	21.94					
137010	Jackson and Grand Rapids.	do.	94.49	169.29	15,998.21	19					
137011	Slocum Junction (n. o.) and Groese Isle.	do.	2.42	42.75	103.45	12					
137012	Niles, Mich., and South Bend, Ind.	do.	12.36	64.98	803.15	15					
137013	Detroit and Mackinaw	do.	108.94 { 138.57	174.42 { 139.53	44,475.30	14.91					Land grant, Lansing to Bay City, 78.42 miles.
137014	Saginaw West Side and Caro	do.	34.42	165.02	5,679.98	19.77					Land grant, Bay City to Mackinaw, 182.57 miles.

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route	State and termini.	Title of company.	Length of route.	Pay per rate of trans- portation.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	MICHIGAN—continued.										
137038	Houghton and Mass City (n. o.).	Copper Range R. R. Co.	Miles. 41.45	Dollars.	Dollars. 1,243.50	6	.....	.....	.....	.....	Agreement.
137039	Port Huron and Chicago ...	Grand Trunk Western Rwy. Co.	385.29	313.79	105,210.64	26.59	333.08	50.00	16,654.00	2 lines 40 feet.	Do.
137040	Painesdale Junction (n. o.) and Painesdale.	Copper Range R. R. Co.	4.16	.....	177.83	6	.....	.....	.....	.....	.....
137041	Port Huron and Grindstone City.	Pere Marquette R. R. Co.	82.19	96.76	7,870.51	12	.....	.....	.....	.....	.....
137042	.....do.....	.....do.....	98.42	114.57	10,703.12	11.60	.....	.....	.....	.....	.....
137043	Beaverton and Mt. Pleasant.	.....do.....	26.81	46.32	1,199.70	12.96	.....	.....	.....	.....	.....
137044	Clare and Harrison.	.....do.....	17.37	42.75	742.56	6	.....	.....	.....	.....	.....
137045	Manistee Junction and Manistee.	.....do.....	27.15	100.89	2,739.16	18	.....	.....	.....	.....	.....
137046	Mears and Hart	.....do.....	3.64	50.45	183.63	24	.....	.....	.....	.....	.....
137047	Flint River Junction (n. o.) and Fostoria.	.....do.....	19.90	42.75	850.72	6	.....	.....	.....	.....	.....
137048	Saginaw and Bay City	.....do.....	12.57	160.74	2,020.50	62	.....	.....	.....	.....	.....
137049	Saginaw and Saginaw West Side.	.....do.....	3.18	59.00	187.62	30	.....	.....	.....	.....	.....
137050	Misaukee Junction (n. o.) and Lake City.	Grand Rapids and Indiana Rwy. Co.	14.89	45.32	674.81	15.05	.....	.....	.....	.....	.....
137051	St. Ignace and Marquette	Duluth, South Shore and At- lantic Rwy. Co.	151.96	143.64	33,531.48	15.20	.....	.....	.....	.....	Marquette to L'Anse, 62.74 miles, land grant.
137052	L'Anse and Houghton	.....do.....	114.91	82.74	.....	.....	.....	.....	.....	.....	.....
137053	Fenwater and Muskegon	Pere Marquette R. R. Co.	31.89	143.64	3,896.43	12	.....	.....	.....	.....	.....
137054	Humboldt and Republic	Duluth, South Shore and At- lantic Rwy. Co.	46.03	54.65	366.36	6	.....	.....	.....	.....	.....
137054	Saginaw and Badaxe	Saginaw, Muskegon and Huron R. R. Co.	8.57	42.75	.....	.....	.....	.....	.....	.....	.....
137054	.....do.....	.....do.....	67.46	94.65	5,710.48	12	.....	.....	.....	.....	.....
137055	Grand Rapids and Muske- gon.	Grand Rapids and Indiana Rwy. Co.	40.24	120.56	4,851.33	19	.....	.....	.....	.....	.....
137056	Petokey and Harbor Springs.	.....do.....	8.04	53.01	426.20	18	.....	.....	.....	.....	.....
137057	Prescott and Emery Junc- tion (n. o.)	Detroit and Mackinac Rwy. Co.	12.05	42.75	515.13	12	.....	.....	.....	.....	.....
137058	Naranta Station (n. o.) and Metropolitan.	Chicago and Northwestern Rwy. Co.	36.20	42.75	1,547.55	6	.....	.....	.....	.....	.....
137059	Orono and Luther.	Grand Rapids and Indiana Rwy. Co.	11.88	42.75	507.87	12	.....	.....	.....	.....	.....

C.—*Railroad mail service and railway post-office cars as in operation June 30, 1901*—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage of post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WISCONSIN—continued.										
139013	Rice Lake and Cameron ...	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	Miles. 7.67	Dollars. 42.75	Dollars. 327.89	6	Miles.	Dollars.	Dollars. .....	.....
139014	Winona Junction (n. o.) and La Crosse	Chicago and Northwestern Rwy. Co.	4.28	58.85	256.15	37	.....	.....	.....	.....
139015	Stevens Point and Portage	Wisconsin Central Rwy. Co.	71.77	60.88	4,369.85	6	.....	.....	.....	.....
139016	Milwaukee, Wis., and Champion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	292.66	135.09	35,492.73	13.90	.....	.....	.....	.....	Land grant.
139017	Milwaukee and Ashland...	Wisconsin Central Rwy. Co.	27.60 131.47 186.64	56.69 173.57 138.95	50,574.84	21.47	131.47	25.00	3,286.75	1 line 40 feet.	Land grant. (Rugby Junction (n. o.) to Stevens Point 131.47 miles. Lap service, Milwaukee to Rugby Junction (n. o.) 27.60 miles, over route 139003. Land grant, Stevens Point to Ashland, 186.64 miles.
139018	Milwaukee and Ashland...	Chicago and Northwestern Rwy. Co.	370.25	146.21	54,134.25	19.39	.....	.....	.....	.....
139019	Sheboygan and Princeton.	do.	80.15	64.96	5,208.14	8.22	.....	.....	.....	.....
139020	Warren, Ill., and Shullsburg, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	19.12	43.61	833.82	11.66	.....	.....	.....	.....
139021	Calumet and Platteville...	do.	17.57	46.74	856.36	18	.....	.....	.....	.....
139022	Laona and Wabeno.....	Chicago and Northwestern Rwy. Co.	9.86	.....	250.00	6	.....	.....	.....	.....	Agreement.
139023	Madison and Portage.....	Chicago, Milwaukee and St. Paul Rwy. Co.	37.49	82.94	3,109.42	12	.....	.....	.....	.....
139024	Racine, Wis., and Rock Island, Ill.	do.	196.70	145.35	28,590.34	13.94	21.50	80.00	1,720.00	2 lines 50 feet.	Kittridge (n. o.) and Savanna, Ill.
139025	Galena, Ill., and Montfort, Wis.	Chicago and Northwestern Rwy. Co.	48.15	90.63	4,363.83	6	.....	.....	.....	.....
139026	Eau Claire and Chippewa Falls.	Wisconsin Central Rwy. Co.	11.30	60.71	686.02	23.50	.....	.....	.....	.....
139027	Green Bay, Wis., and Winona, Minn.	Green Bay and Western R. R. Co.	213.50	92.34	19,714.59	7.41	.....	.....	.....	.....

139028	Hudson and Ashland	{ Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	159.40 4.42	102.60 128.25	{ 16,921.30 12	14.43	.....	{ Land grant, Hudson to Ashland Junction (n. o.), 169.40 miles.
139029	Lone Rock and Richland Center.	Chicago, Milwaukee and St. Paul Rwy. Co.	68.40	68.40	1,095.08	12	.....	.....
139030	{ Elroy, Wis., and St. Paul, Minn.	{ Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	19.47 156.10 3.50 15.70	294.27 167.41 294.27 167.41	{ 37,578.20 20.83	20.83	194.60	{ Land grant, Stowell to Hudson, Wis., 156.10 miles, and Stillwater Junction (n. o.) to St. Paul, Minn., 15.70 miles.
139031	New Lisbon and Star Lake.	Chicago, Milwaukee and St. Paul Rwy. Co.	185.87	100.04	18,594.43	8.18	.....	.....
139032	Tomahawk and Gonda.	Marquette, Tomahawk and Western Rwy. Co.	11.84	.....	200.00	6	.....	Agreement.
139033	Hudson Junction (n. o.) and Ellsworth.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	25.58	75.24	1,924.63	11.22	.....	.....
139034	Sparta and Viroqua.	Chicago, Milwaukee and St. Paul Rwy. Co.	35.81	72.68	2,602.67	12	.....	.....
139035	Fond du Lac and Iron Ridge.	.....do.....	28.34	51.30	1,453.84	12	.....	.....
139036	Janeville and Beloit.	.....do.....	15.25	96.76	1,460.34	24	.....	.....
139037	Merrillan and Marshfield.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	38.43	70.97	2,727.37	14.20	.....	.....
139038	Milwaukee and Woodman.	Chicago and Northwestern Rwy. Co.	174.68	120.56	21,059.42	14.24	.....	.....
139039	Mazomanie and Prairie du Sac.	Chicago, Milwaukee and St. Paul Rwy. Co.	10.81	57.29	590.65	18	.....	Do.
139040	Chippewa Falls and Eau Claire.	.....do.....	14.79	.....	632.27	6	.....	.....
139041	Elkhorn and Eagle.	Chicago and Northwestern Rwy. Co.	17.57	44.46	781.16	12	.....	.....
139042	Lancaster Junction (n. o.) and Lancaster.	.....do.....	12.28	96.62	1,186.49	12	.....	.....
139043	Ipawich and Platteville.	.....do.....	4.38	49.59	217.20	12	.....	.....
139044	Broadhead and New Glarus.	Chicago, Milwaukee and St. Paul Rwy. Co.	22.78	44.46	1,012.79	12	.....	.....
139045	Manitowoc and Neenah.	Wisconsin Central Rwy. Co.	44.86	55.58	2,493.31	6	.....	.....
139046	Oshkosh and Hortonville.	Chicago and Northwestern Rwy. Co.	23.58	42.75	1,006.04	9	.....	.....
139047	Wabasha, Minn., and Eau Claire, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	49.15	64.98	3,193.76	9.59	.....	.....
139048	Eau Claire and Spooner.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	81.65	151.34	12,356.91	15.47	.....	.....
139049	Eland and Marshfield.	Chicago and Northwestern Rwy. Co.	64.08	71.82	4,602.22	10.80	.....	.....
139050	Scandinavia and Iola.	Iola and Northern R. R. Co.	5.21	42.75	222.72	12	.....	.....
139051	{ Mills, Wis., and Duluth, Minn.	{ Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	68.20 7.61	128.12 153.90	{ 8,962.35 20	20	.....	{ Land grant, Mills to Superior, Wis., 68.20 miles.
139052	Afton and Janesville.	Chicago and Northwestern Rwy. Co.	6.43	157.32	1,011.56	24.50	.....	.....
139053	Red Cedar Junction (n. o.) and Menomonie.	Chicago, Milwaukee and St. Paul Rwy. Co.	16.50	42.75	705.37	6	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		WISCONSIN—continued.									
139054	Trempealeau and Galesville.	Chicago and Northwestern Rwy. Co.	7.78	Dollars. 53.01	Dollars. 412.41	18.50		Dollars.			
139055	Brandon and Markesan.	Chicago, Milwaukee and St. Paul Rwy. Co.	11.98	45.82	542.93	6					
139056	Tomah and Arpin.	do.	53.81	42.75	2,300.37	6					
139057	Menomonie and Crivitz.	do.	22.46	42.75	961.02	13					
139058	Clintonville and Oconto.	Chicago and Northwestern Rwy. Co.	86.66	67.55	3,827.38	9.51					
139059	St. Paul, Minn., and Bound-ary Line (n. o.), Mich.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	490.81	153.06	75,118.47	13.01					
139060	Antigo and Bryant.	Chicago and Northwestern Rwy. Co.	9.07	42.75	387.74	6					
139061	Abbotsford, Wis., and Minneap-olis, Minn.	Wisconsin Central Rwy. Co.	169.92	161.60	27,459.07	14					
139062	Wyville and Necedah.	Chicago and Northwestern Rwy. Co.	16.50	42.75	705.37	9					
139063	Tomahawk and Tomahawk Junction (n. o.), and Parrish.	Marquette, Tomahawk and Western Rwy. Co.	5.40	42.75	230.85	12					
139064	Tomahawk and Ridgeland.	Chicago and Northwestern Rwy. Co.	4.59	42.75	196.22	6					
139065	Barron and Ridgeland.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	13.81	.....	600.00	6					Agreement.
139066	Hunting and Big Falls.	Big Falls Rwy. Co.	6.07	42.75	258.14	6					
139067	Ashland and South Superior.	Northern Pacific Rwy. Co.	68.42	52.67	3,603.68	7					
139068	Pratt Junction (n. o.) and Jeffrie.	Chicago and Northwestern Rwy. Co.	16.30	42.75	696.82	6					Land grant.
139069	Vacant.	do.									
139070	Hurley and Pence.	do.	5.72	42.75	244.53	6					
139071	Packwaukee and Montello.	Wisconsin Central Rwy. Co.	6.59	42.75	279.82	24					
139072	Abbotsford and Athens.	Abbotsford and Northeastern R. Co.	15.36	42.75	656.64	6					
139073	Fairebild and Mondovi.	Chicago, St. Paul, Minneap-olis and Omaha Rwy. Co.	36.98	59.00	2,181.82	12					
139074	Vacant.										
139075	Vacant.										
139076	Stevens Point and Plover.	Green Bay and Western R. Co.	6.55	42.75	280.01	12					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- por- tion.	Annual rate of pay for trans- por- tion.	Aver- age num- ber of trips per week.	Author- ized miles of post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	MINNESOTA—continued.										
141003	McKinley and Virginia....	Duluth and Iron Range R. R. Co.	Miles. 7.06	Dollars. 301.38	Dollars. 301.38	6	Miles. 10.44	Dollars. 90.00	Dollars.		Agreement.
			10.44	335.16				90.00		1 line 60 feet; 1 line 50 feet.	St. Paul to Minne- apolis.
			64.24	418.95			230.04	50.00		1 line 60 feet.	Minneapolis to Moor- head.
141004	(St. Paul, Minn., and Fargo, N. Dak.	Great Northern Rwy. Co....	142.83 24.75	335.16 418.95	88,484.74	18.30	1.05	90.00	12,536.10	1 line 60 feet; 1 line 50 feet.	Moorhead, Minn., to Fargo, N. Dak. Land grant, St. Paul to Minneapolis, 10.44 miles, and St. Cloud to Barnesville, 142.83 miles. Agreement.
141005	Sanborn, Minn., and Burt, Iowa.	Chicago and Northwestern Rwy. Co.	98.10		3,980.02	6					Agreement.
141006	Minneapolis and Moorhead.	Great Northern Rwy. Co....	208.65	188.78	49,280.00	10.83	249.28	40.00	9,971.20	1 line 50 feet.	Land grant, Minne- apolis to Broken- ridge, 208.65 miles. Land grant.
141007	St. Paul and Duluth	Northern Pacific Rwy. Co....	152.34	155.27	23,653.83	16.96					Do.
141008	Stillwater and Whitebear Lake.	do	12.62	58.14	738.72	45.63					
141009	(St. Paul, Minn., and Cal- mar, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	100.00 69.00	142.27 177.84	26,497.96	12.59					Land grant, St. Paul to Austin, 100 miles. Coloigne to Ortonville, 146.50 miles. Land grant.
141010	Hastings and Ortonville....	do	238.08	161.42	32,781.17	12.07	146.50	40.00	5,860.00	1 line 50 feet.	Land grant, Austin to Lyle, 11.40 miles. Minneapolis to St. Paul.
141011	Duluth and Staples	Northern Pacific Rwy. Co....	147.95	99.18	14,673.68	15.19					Land grant.
141012	(Austin, Minn., and Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	11.40 28.40	132.69 165.87	6,223.36	13	39.80	25.00	996.00	1 line 40 feet.	Land grant, Austin to Lyle, 11.40 miles. Minneapolis to St. Paul.
141013	(Minneapolis, Minn., and La Crosse, Wis.	do	141.74	1,076.45	152,576.02	22	130.83	250.00	35,871.40	5 lines 60 feet; 1 line 50 feet.	St. Paul, Minn., to La Crosse, Wis. St. Peter and Tracy, 90.40 miles land grant.
141014	St. Peter, Minn., and Water- town, S. Dak.	Chicago and Northwestern Rwy. Co.	184.14	106.07	19,900.00	11.95	90.40	25.00	2,260.00	1 line 40 feet.	
141015	Winona and St. Peter	do	139.42	142.27	19,835.28	18.01	138.50	25.00	3,462.50	1 line 40 feet.	
141016	Sleepyeye and Redwood Falls.	do	25.98	48.74	1,266.26	12					
141017	Rochester and Zumbrota....	do	26.23	72.68	1,906.39						

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MINNESOTA—Continued.											
141047	Sauk Center and Park Rapids.	Great Northern Rwy. Co....	Miles. 91.90	Dollars. 68.40	Dollars. 6,286.96	6		Dollars.			
141048	Mankato and Redwing....	Wisconsin, Minnesota and Pacific R. Co.	96.15	63.27	6,020.14	6					
141049	St. Cloud and Hinckley....	Great Northern Rwy. Co....	68.29	77.81	5,313.64	10.40					
141050	St. Hilaire Junction (n. o.) and St. Hilaire.	.....do.....	21.60	59.00	1,274.40	6					
141051	Rush City and Grantsburg.	Northern Pacific Rwy. Co....	16.98	50.45	856.64	6					
141052	Carman (n. o.) and Moorhead.	Great Northern Rwy. Co....	67.28	46.17	3,106.39	6					
141053	Morton, Minn., and Watertown, S. Dak.	Minneapolis and St. Louis R. R. Co.	123.37	92.34	11,891.98	6					
141054	Duluth and Ely.....	Duluth and Iron Range R. R. Co.	119.66	76.95	9,207.83	6					
141055	Minneapolis, Minn., and Dubuque, Iowa.	Chicago Great Western Rwy. Co.	264.09	146.21	38,612.59	22.54					
141056	Glencoe and Hutchinson....	Chicago, Milwaukee and St. Paul Rwy. Co.	14.25	60.71	865.11	18					Agreement.
141057	Madella and Fairmont....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	28.85		865.50	6					
141058	St. Paul, Minn., and Hankinson, N. Dak.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	216.84	214.61	46,586.08	11.91					
141059	Elk River and Millelacs....	Great Northern Rwy. Co....	33.36	119.70	3,982.19	13					
141060	Wayzata and Hutchinson....	Great Northern Rwy. Co....	44.40	66.43	2,605.49	6					
141061	Winnipeg Junction, Minn., and Grand Forks, N. Dak.	Northern Pacific Rwy. Co....	96.78	129.11	12,866.15	7.17					
141062	Fox Lake (n. o.), Minn., and Belleplaine, Iowa.	Chicago and Northwestern Rwy. Co.	195.48		8,354.63	6					Do.
141063	Cheney and Mantorville....	Chicago Great Western Rwy. Co.	7.20	42.75	307.80	7					
141064	Redwing and Zumbrota....	Duluth, Red Wing and Southern R. R. Co.	25.96	84.65	2,197.51	12					Do.
141065	Excelsior and Tonka....	Minneapolis and St. Louis R. R. Co.									Do.
141066	Vacant.	.....do.....	153.76		6,573.24	12					
141067	Winthrop, Minn., and Stormlake, Iowa.	.....do.....									
141068	Spencer Junction (n. o.) and Biwabik.	Duluth, Missabe and Northern Rwy. Co.	13.03	49.75	557.03	6					

		151.63	89.78	13,613.34	10.19			Agreement.
141069	Boylston (n. o.), W's., and Cass Lake, Minn.	124.38	140.22	17,440.56	9.55			
141070	Minneapolis and Willmar..							
141071	Vacant.							
141072	Hayfield and Austin.....	17.34	42.75	741.28	9			
141073	Chicago Great Western Rwy. Co.							
141074	West End (n. o.) and West Superior, Wis.	3.70	80.37	297.38	33			
141075	Winona, Minn., and Osage, Iowa.	113.22	71.82	8,131.46	6			
141076	Vesta and Sanborn.....	26.56	.....	700.00	6			
141077	Bingham Lake and Currie. Rwy. Co.	38.64	.....	1,651.86	6			
141078	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	32.13	.....	1,373.55	6			
141079	Tyler, Minn., and Astoria, S. Dak.	35.39	.....	1,512.92	6			
141080	Worthington and Hardwick and Northern Rwy. Co.	28.24	47.88	1,352.12	12			
141081	Allen Junction (n. o.) and Eveleth. R. R. Co.	74.20	67.55	5,012.21	6			
141082	Duluth and Mount Iron... Duluth, Missabe and North- ern Rwy. Co.	73.16	99.18	7,256.00	14.06			
141083	Hinckley and Duluth..... Eastern Rwy. Co. of Minne- sota.	18.35	42.75	784.46	6			
141084	Red Lake Falls and Thief River Falls. Wolf (n. o.) and Virginia ..	6.55	46.17	302.41	12			
141085	Wolf (n. o.) and Hibbing .. do.....	16.64	42.75	711.85	12			
141086	Ellsworth, Minn., and Wa- tertown, S. Dak.	126.14	82.06	10,353.57	6			
141087	Brainerd and Walker .. Brainerd and Northern Min- nesota Rwy. Co.	60.85	55.58	3,382.04	6			
141088	Lyle, Minn., and Manly, Iowa.	20.39	42.75	871.67	6			
141089	Vacant.							
141090	Barnesville and St. Vincent. Walker and Bemidji	172.69	114.23	19,726.37	6.73			
141091	do.....	31.80	.....	890.40	6			
141092	Akeley and Park Rapids .. Great Northern Rwy. Co.	18.57	.....	793.96	6			
141093	Albert Lea and Lyle	26.35	.....	1,126.46	6			
141094	Rochester and Simpson .. Winona and Western Rwy. Co	7.85	.....	385.58	6			
		7,240.47		1,064,703.34				
	IOWA.							
143001	Burlington, Iowa, and Al- bert Lea, Minn.	233.45	230.00	58,293.50	13.79	50.00	12,635.00	2 lines 40 feet.
143002	Linn Junction and Decorah do.....	121.92	97.47	11,825.06	7.40			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage of railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
IOWA—continued.											
143003	Vinton, Iowa, and Sioux Falls, S. Dak.	Burlington, Cedar Rapids and Northern Rwy. Co.	Miles. 298.97	Dollars. 162.45	Dollars. 47,755.42	10.31		Dollars.			
143004	Thornburg and Whatcheer	do.		4.62	197.50	12					
143005	Burlington and U. P. Transfer (n. o.).	Chicago, Burlington and Quincy R. R. Co.	{ 276.16 18.26	{ 984.28 1,230.35	294,254.95	32.09	294.42	250.00	73,606.00	5 lines 60 feet.	{ Land grant, Burlington to Pacific Junction (n. o.), 276.16.
143006	Bethany Junction (n. o.).	do.	45.68	64.98	2,968.28	6.34					
143007	Iowa, and Grand City, Mo. Creston, Iowa, and Hopkins, Mo.	do.	44.99	141.93	6,385.43	14.22					
143008	{ Burlington, Iowa, and Carrollton, Mo.	do.	{ 25.34 196.82	{ 15.39 103.46	20,597.78	8.87					{ Lap service, Burlington to Velle, 25.34 miles; over route 145018.
143009	Villisca, Iowa, and Burlington Junction, Mo.	do.	86.62	96.62	3,538.22	8.95					
143010	Albia and Mason City	Iowa Central Rwy. Co.	169.63	168.44	28,572.47	9.38	169.00	25.00	4,225.00	1 line 40 feet.	Agreement.
143011	Kirkman and Harlan	Chicago and Northwestern Rwy. Co.	6.85		292.83	6					
143012	{ Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	{ 10.78 170.18	{ 129.96 162.45	29,046.70	16.70	98.20	40.00	3,928.00	1 line 50 feet.	{ Sabula Junction to North McGregor, Iowa, 98.20 miles. Land grant from near Dubuque to Tete des Morte 10.78 miles.
143013	Stanwood and Tipton	Chicago and Northwestern Rwy. Co.	8.84	57.29	506.41	15					Land grant.
143014	Davenport and U. P. Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy. Co.	317.96	307.98	66,107.18	27.05	317.80	100.00	31,780.00	2 lines 60 feet.	
143015	Sumner and Junction (n. o.).	do.	6.53	31.30	384.94	12					
143016	Washington and Knoxville (n. o.).	do.	78.74	69.28	5,453.53	6.94					
143017	Davenport, Iowa, and Leavenworth, Kan.	do.	385.72	173.57	56,270.92	13.62	259.02	25.00	6,475.50	1 line 40 feet.	Davenport, Iowa, to Altamont, Mo.
143018	Davenport and Maquoketa.	Chicago, Milwaukee and St. Paul Rwy. Co.	43.97	56.43	2,481.22	13.74					
143019	Keokuk and Des Moines	Chicago, Rock Island and Pacific Rwy. Co.	166.26	116.28	19,822.71	14.82					

	Farley and Paralta.....	Chicago, Milwaukee and St. Paul Rwy. Co.	44.05	135.09	5,950.71	9.28						Land grant.
143020	Dubuque and Sioux City.....	Illinois Central R. R. Co.....	327.27	157.58	54,843.90	16.73						
143022	and Lyle, Minn.	do	76.82	114.57	8,743.98	12						
143023	Benlah and Elkader.....	Chicago, Milwaukee and St. Paul Rwy. Co.	19.33	49.59	968.57	12						
143024	Clinton and Anamosa.....	(Chicago and Northwestern Rwy. Co.	2.96 69.02 42.01	54.04 67.55 179.55	4,822.25	6						
143025	(North McGregor, Iowa, and Canton, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	210.60 41.63	143.64 179.55	46,288.13	12.22						
143026	Conover and Decorah.....	do	9.32	147.06	1,370.59	18.50						
143027	Davenport and Jackson Junction.	do	153.79	114.57	17,619.72	9.60						
143028	Savanna, Ill., and U. P. Transfer (n. o.), Iowa.	do	351.50	185.54	65,217.31	19.37						
143029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R. Co.	75.68	289.85	21,935.84	28.39						
143030	Des Moines and Jewell.....	Chicago and Northwestern Rwy. Co.	59.12	186.80	11,575.69	30.59						
143031	Des Moines and Ruthven.....	Chicago, Rock Island and Pacific Rwy. Co.	137.71	139.37	19,192.64	10.78						
143032	Grinnell and Montezuma.....	Iowa Central Rwy. Co.....	17.47	53.87	941.10	12						
143033	Albia and Des Moines.....	Chicago, Burlington and Quincy R. R. Co.	67.96	182.53	9,006.73	16.02						
143034	Elk Point, S. Dak., and Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	69.70	140.22	9,773.33	7.72						
143035	Burlington and Washington.	Burlington and Northwestern Rwy. Co.	52.75	72.68	3,833.87	6						
143036	Newton and Monroe.....	Chicago, Rock Island and Pacific Rwy. Co.	17.61	42.75	752.82	12						
143037	Belmond and Algona.....	Iowa Central and Western Rwy. Co.	88.22	.....	1,633.90	6						
143038	Maple River and Onawa.....	Chicago and Northwestern Rwy. Co.	81.36	134.24	10,921.76	13.39						
143039	Turkey River and West Union.	Chicago, Milwaukee and St. Paul Rwy. Co.	58.32	64.98	3,798.63	6						
143040	Waukon Junction and Waukon.	do	23.02	63.27	1,456.47	12						
143041	Creston and Cumberland.....	Chicago, Burlington and Quincy R. R. Co.	47.45	69.26	3,286.38	12						

Agreement.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
IOWA—continued.											
143042	Chariton and Indianola.....	Chicago, Burlington and Quincy R. R. Co.	Miles 33.47	Dollars. 66.69	Dollars. 2,232.11	6	Miles.	Dollars.	Dollars.		Agreement.
143043	Wall Lake and Mondamin.....	Chicago and Northwestern Rwy. Co.	71.66	.....	3,063.46	6				
143044	Atlantic and Audubon.....	Chicago, Rock Island and Pacific Rwy. Co.	25.72	69.26	1,781.86	13					
143045	Harlan and Carson.....	do.	31.56	55.58	1,754.10	12					
143046	Des Moines and Fonda.....	Chicago, Milwaukee and St. Paul Rwy. Co.	114.12	99.18	11,318.42	12					
143047	Marion, Iowa, and Kansas City, Mo.	do.	303.57	148.77	45,162.10	12.21					
143048	Ives and Iowa Junction (n.o.)	Burlington, Cedar Rapids and Northern Rwy. Co.	21.44	87.21	1,869.78	18					
143049	Belle Plaine and Mucha- kinock.	Chicago and Northwestern Rwy. Co.	64.76	72.68	4,706.75	7					
143050	Wall Lake and Merville.....	do.	80.16	94.91	7,607.98	12					
143051	Sumner and Hampton.....	Chicago Great Western Rwy. Co.	64.24	74.39	4,778.81	13					
143052	Eagle Grove, Iowa, and El- more, Minn.	Chicago and Northwestern Rwy. Co.	66.50	82.94	5,515.51	11.82					
143053	Bellevue and Cascade.....	Chicago, Milwaukee and St. Paul Rwy. Co.	36.29	58.14	2,109.90	6					
143054	Atlantic and Griswold.....	Chicago, Rock Island and Pacific Rwy. Co.	15.18	47.88	726.81	12					
143055	Griswold, Iowa, and Ne- braska City, Nebr.	Chicago, Burlington and Quincy R. R. Co.	70.64	123.98	8,757.94	11.77					
143056	Wilson Junction (n.o.) and Cedar Falls.	Chicago Great Western Rwy. Co.	7.50	43.61	327.07	17					
143057	Dows and Armstrong.....	Burlington, Cedar Rapids and Northern Rwy. Co.	91.74	78.66	7,216.26	12					
143058	Carson and Sidney.....	Chicago, Burlington and Quincy R. R. Co.	38.34	44.46	1,704.59	8.55					
143059	Menlo and Guthrie Center.....	Chicago, Rock Island and Pacific Rwy. Co.	14.99	57.29	858.77	12					
143060	Harvey and Des Moines.....	Wabash R. R. Co.	44.59	148.77	6,633.65	7					
143061	Fraser and Fraser Junction (n.o.)	Marshalltown and Dakota Rwy. Co.	4.00	42.75	171.00	6					
143062	Mount Zion and Keosauqua.....	Chicago, Rock Island and Pacific Rwy. Co.	5.18	49.59	256.87	24					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		IOWA—continued.									
143068	Eldora Junction and Alden.	Chicago, Iowa and Dakota Rwy. Co.	Miles. 25.42	Dollars. 47.88	Dollars. 1,264.98	12			Dollars.		
143069	Spencer and Fonda	Chicago, Milwaukee and St. Paul Rwy. Co.	44.20		1,889.55	6					
143090	Wilcox Junction and Mus- catine	Chicago, Rock Co. Island and Pacific Rwy. Co.	12.38	71.82	889.13	18					
143091	New Sharon and Newton...	Iowa Central Rwy. Co.	31.60	42.75	1,350.90	6					
143092	Mount Pleasant and Keo- kuk	Chicago, Burlington and Northern R. R. Co.	48.45	47.88	2,367.66	6					
143093	Centerville and Albia	Albia and Centerville Rwy. Co.	25.84	44.46	1,148.84	6					
143094	Waverly Junction (n. o.)	Burlington, Cedar Rapids and Northern Rwy. Co.	5.99	59.00	353.41	25					
143095	Garner and Ticonda	do.	27.51		600.00	6					Do.
143096	Spencer and Spirit Lake ..	Chicago, Milwaukee and St. Paul Rwy. Co.	21.65	44.46	962.55	9.61					
143097	Mason City and Fort Dodge.	Mason City and Fort Dodge R. R. Co.	72.43	49.59	3,591.80	6.90					
143098	Sioux City and Manilla	Chicago, Milwaukee and St. Paul Rwy. Co.	90.71	172.71	15,666.52	13					
143099	Sioux Falls, S. Dak., and Onawa, Iowa.	Illinois Central R. R. Co.	157.64	88.07	13,883.35	6.53					
143100	Storm Lake and Rockwell City.	Chicago, Milwaukee and St. Paul Rwy. Co.	39.01		1,667.67	6					Do.
143101	Cedar Rapids and Manch- ester	Illinois Central R. R. Co.	42.94	88.78	3,801.28	15					
143102	Armstrong and Estherville.	Burlington, Cedar Rapids and Northern Rwy. Co.	18.87		806.69	6					Do.
143103	Des Moines, Iowa, and St. Joseph, Mo.	Chicago Great Western Rwy. Co.	157.40	133.38	20,994.01	20					
143104	Fort Dodge and Lehigh	Mason City and Fort Dodge R. R. Co.	14.84	42.75	634.41	6					
143105	Vacant.										
143106	Vacant.										
143107	Tara and Fort Dodge	Chicago, Rock Island and Pacific Rwy. Co.	6.40	42.75	273.60	6					
143108	Malvern and Tabor	Tabor and Northern Rwy. Co.	9.54	50.45	481.29	12					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of compensation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
		MISSOURI—continued.									
145012	St. Joseph and Henry	Atchison, Topeka and Santa Fe Rwy. Co.	73.37	\$61.26	\$5,061.60	9.41			Dollars.		
145013	Brunswick and Pattonsburg	Wabash R. R. Co.	80.17	218.88	17,847.60	13	79.57	40.00	3,182.80	1 line 50 feet.	
145014	Hannibal and Sedalia	Missouri, Kansas and Texas Rwy. Co.	144.07	144.50	20,816.11	16.86					
145015	Keokuk, Iowa, and Van Wert, Iowa	Chicago, Burlington and Quincy R. R. Co.	148.31	128.54	18,767.14	12.72					
145016	Atchison, Kans., and St. Joseph, Mo.	Missouri Pacific Rwy. Co.	22.90	21.38	489.80	24					
145017	Memphis, Tenn., and Fort Scott, Kans.	Kansas City, Fort Scott and Memphis R. R. Co.	385.80	174.42	67,204.02	14	241.20	25.00	6,080.00	1 line 40 feet.	Lap service over route 145080. Thayer, Mo., to Fort Scott, Kans.
145018	Burlington, Iowa, and St. Louis, Mo.	Chicago, Burlington and Quincy R. R. Co.	221.50	289.85	64,201.77	28.87	221.50	40.00	8,860.00	1 line 50 feet.	
145019	Quincy, Ill., and Pattonsburg, Mo.	Chicago, Burlington and Quincy R. R. Co.	169.44	133.38	22,599.90	10.72					
145020	Pierce City and Joplin	Eastern R. R. Co.	44.53	196.65	8,756.82	19.24					
145021	Mexico and Cedar City	R. R. Co.	50.34	71.82	3,615.41	8.91					
145022	Wainwright, Ill., and Kansas City, Mo.	Chicago and Alton R. R. Co.	301.15	168.44	50,723.70	20.16					
145023	Cuba and Salem	St. Louis and San Francisco R. R. Co.	40.45	54.72	2,213.42	6					
145024	Rodella, Mo., and Paola, Kans.	Missouri, Kansas and Texas Rwy. Co.	86.72	52.16	4,523.31	6					
145025	Salisbury and Glasgow	Wabash R. R. Co.	15.21	42.75	650.22	13					
145026	Crystal City and Silcox	Crystal Rwy. Co.	3.64	48.74	172.53	22.90					
145027	Calico, Ill., and Poplar Bluff, Mo.	St. Louis, Iron Mountain and Southern Rwy. Co.	73.89	86.87	6,415.82	8.18					Land grant.
145028	St. Joseph and Hopkins	Chicago, Burlington and Quincy R. R. Co.	59.70	138.51	8,269.04	14					
145029	Hannibal and Gilmore	St. Louis and Hannibal Rwy. Co.	85.62	78.66	6,734.86	12.78					
145030	St. Joseph and Rushville	Chicago, Burlington and Quincy R. R. Co.	15.88	128.12	1,955.14	14					
145031	Ste. Genevieve and St. Marys	Chester, Perryville and Ste. Genevieve Rwy. Co.	9.25	.....	395.44	6					Agreement.
145032	Atchison, Kans., and Edgerton Junction, Mo.	Chicago, Rock Island and Pacific Rwy. Co.	29.63	46.17	1,368.01	12					

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		MISSOURI—continued.									
145061	Pattonburg, Mo., and Union Pacific Transfer (n.o.), Iowa.	Omaha and St. Louis R. R. Co.	144.58	Dollars. 205.20	Dollars. 29,687.81	14	Miles. 144.80	Dollars. 25.00	Dollars. 3,607.50	1 line 40 feet.	
145062	St. Louis and Union.....	St. Louis, Kansas City and Colorado R. R.	59.40	59.00	3,504.60	7					
145063	Grant City and Albany Junction (n.o.).	Chicago, Burlington and Quincy R. R. Co.	20.34		869.53	6					
145064	Napier, Mo., and Rulo, Nebr.	.....do.....	9.54	209.48	1,998.43	14	9.50	25.00	237.50	1 line 40 feet.	Agreement.
145065	Gower and Trimble	St. Joseph and Grand Island Rwy. Co.	10.48		465.12	6					
145066	Willow Springs and Grandin	Current River R. R. Co.	80.77	62.42	5,041.66	6					
145067	St. Joseph, Mo., and Atch- ison, Kans.	Archibson, Topeka and Santa Fe Rwy. Co.	21.38	72.68	1,533.89	14					
145068	Wabash, Chester, and West- ern R. R. depot in Chester, Ill., and Perryville, Mo.	Chester, Perryville and Ste. Genevieve Rwy. Co.	20.02	52.16	1,044.24	6					
145069	Casville and Exeter	Casville and Western Rwy. Co.	4.63	52.16	241.50	17.50					
145070	Tower Grove Station (n.o.) and Oak Hill Junction (n.o.).	St. Louis, Oak Hill and Ca'ndelet Rwy. Co.	7.10	737.01	5,232.77	29	7.10	190.00	1,349.00	2 lines 60 feet; 1 line 50 feet; 2 lines 40 feet.	
145071	River Side and Doerun....	Mississippi River and Bonne Terre Rwy. Co.	47.96	73.53	3,525.49	13.66					
145072	Dera and Malden	St. Louis Southwestern Rwy. Co.	51.83	82.94	4,298.78	7					
145073	Kansas City and Patton- burg.	Kansas City and Northern Connecting R. R. Co.	81.04	59.00	4,781.36	13					
145074	St. Louis (Union Depot), Mo., Union Station and Bridge Junction and East St. Louis, Ill.	Terminal R. R. Association of St. Louis, Mo.	3.85		50,000.00	251					
145075	Rich Hill, Mo., and Fort Scott, Kans.	Fort Scott Central Rwy. Co....	27.68	132.53	3,668.43	7					
145076	Langdon and Rockport	Rockport, Langdon and Northern Rwy. Co.	6.42	52.16	334.86	14					
145077	Hamilton and Kingston ...	Hamilton and Kingston R. R. Co.	9.44	42.75	403.56	12					

145078	(St. Joseph, Mo., and Leavenworth, Kans.)	Chicago Great Western Rwy. Co.	10.20 24.00 5.15	62.41 112.86 17.95	3,437.66	17	Lap service, St. Joseph to Bee Creek (n. o.), Mo., 10.20 miles, over route 145012. Lap service, Beverly Station, Mo., to Leavenworth, Kans., 5.15 miles, over route 145017.
145079	Campbell and Caruthersville.	St. Louis, Kennett and Southern R. R. Co.	45.31	62.42	2,828.25	10.10	
145080	Greenfield and Aurora.....	Kansas City, Fort Scott and Memphis R. R. Co.	36.25	57.29	2,077.33	7.53	
145081	Vacant.	Williamsville, Greenville and St. Louis Rwy. Co.	12.70	42.75	542.92	6	
145082	Excelsior Springs Junction (n. o.) and Excelsior Springs.	Wabash R. R. Co.	9.05	42.75	386.88	14	
145083	Radis Junction (n. o.) and Perry.	St. Louis and Hannibal Rwy. Co.	18.13	42.75	775.05	6	
145085	Lake Junction (n. o.) and Ferridge.	Missouri Pacific Rwy. Co.	9.00	42.75	384.75	12	
145086	Commerce and Morehouse.	Houck's Missouri and Arkansas R. R. Co.	29.09	42.75	1,243.59	8.71	
145087	Armour (n. o.), Mo., and Atchison, Kans.	Chicago, Burlington and Quincy R. R. Co.	4.47	131.67	588.56	70	
145088	East Leavenworth (n. o.), Mo., and Leavenworth, Kans.	.....do.....	2.72	94.05	255.81	63
145089	Zalma and Bloomfield.....	Cape Girardeau, Bloomfield and Southern Rwy. Co.	24.42	42.75	1,043.05	9.07	Lap service, St. Louis to Texas Junction (n. o.), 26.92 miles, over route 145018.
145090	West Alton Junction (n. o.), Mo., and Alton, Ill.	Chicago, Burlington and Quincy R. R. Co.	3.40	69.26	235.48	17	
145091	(St. Louis (Union Station) and Franklin.	Missouri, Kansas and Texas Rwy. Co.	26.92 162.25	12.82 92.94	15,323.19	14	
145092	Vacant.	St. Louis, Kennett and Southern R. R. Co.	22.05	42.75	942.63	9	
145093	Vacant.	Prairie du Lac and Southeastern Rwy. Co.	10.84	42.75	463.41	10.50	
145094	Kennett, Mo., and Boynton, Ark.	.....do.....				
145095	Cardwell and Hornersville.	.....do.....				
145097	Vacant.	.....do.....				
145098	Vacant.	.....do.....				
145099	Bridges and Aquilla.....	Cape Girardeau, Bloomfield and Southern Rwy. Co.	2.06	42.75	38.06	14	
145100	Vacant.do.....					
145101	Vacant.do.....					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
MISSOURI—continued.											
145102	Walker and Eldorado Springs.	Missouri, Kansas and Texas Rwy. Co.	Miles. 14.88	Dollars. 51.30	Dollars. 783.34	20	Miles.	Dollars.			
145103	Spring Junction (n. o.) and Portageville.	St. Louis and Memphis Rwy. Co.	13.25	42.75	566.43	7					
145104	Ferguson and Jennings.	Wabash R. R. Co.	2.44	42.75	104.31	12					
145106	Hannibal and Moberly.	do.	70.71	14.33	1,027.41	7					Lap service over route 145014.
			6,503.80		1,321,455.46				202,075.70		
ARKANSAS.											
147001	Memphis, Tenn. and Bridge Siding (n. o.) Ark.	Choctaw, Oklahoma and Gulf R. R. Co.	1.88	83.79	9,005.48	11.61					182 miles land grant.
147002	Bridge Siding (n. o.) and Little Rock.	do.	132.00	67.03							
147003	Helena and Clarendon.	Arkansas Midland R. R. Co.	48.70	46.17	2,248.47	6					
147004	Little Rock and Fort Smith.	Little Rock and Fort Smith Rwy. Co.	166.36	110.80	18,432.68	14					All land grant.
147005	Tripp (n. o.) and Warren.	St. Louis, Iron Mountain and Southern Rwy. Co.	49.23	51.30	2,525.49	7					
147006	Malvern and Hot Springs.	Hot Springs R. R. Co.	22.49	129.11	2,903.68	28					
147007	Brinkley and Jacksonport.	White and Black River Valley Rwy. Co.	61.06	51.30	3,132.37	7.39					
147008	Little Rock and Arkansas City.	St. Louis, Iron Mountain and Southern Rwy. Co.	113.91	114.57	13,050.66	7.27					
147009	Fort Smith and Charleston.	Arkansas Central R. R. Co.	28.26		900.00	6					Agreement.
147010	Nashville and Hope.	Arkansas and Louisiana Rwy. Co.	25.49	70.11	1,787.10	13					
147011	Gurdon and Eldorado.	St. Louis, Iron Mountain and Southern Rwy. Co.	66.45	67.55	4,498.69	7					
147012	Kensett and West Point.	Searcy and Des Arc R. R. Co.	3.67	42.75	166.33	14.63					
147013	Knobel and Helena.	St. Louis, Iron Mountain and Southern Rwy. Co.	140.85	112.01	15,776.60	11.07					
147014	Seligman, Mo., and Eureka Springs, Ark.	St. Louis and North Arkansas R. R. Co.	19.92	88.07	1,754.3.	14					
147015	Newport and Cushman.	St. Louis, Iron Mountain and Southern Rwy. Co.	42.13	72.98	3,062.00	11.28					

147015	McNell and Magnolia.....	Louisiana and Northwest R. R. Co.	6.66	48.74	324.60	7	.....	.....	.....	Do.
147016	Russellville and Dardanelle	Dardanelle and Russellville Rwy. Co.	5.51	62.42	343.98	11.50	.....	.....	.....	Do.
147017	Smithton and Pike.....	Arkansas Southwestern R. R. Co.	82.77	44.46	1,456.95	6	.....	.....	.....	Do.
147018	Rogers and Bentonville....	St. Louis and San Francisco R. R. Co.	7.00	53.01	371.07	14	.....	.....	.....	Do.
147019	Fort Smith and Fort Smith Junction (n. o.).....	Kansas City Southern Rwy. Co.	16.58	.....	708.79	6	.....	.....	.....	Do.
147020	Pine Bluff and English....	Pine Bluff and Arkansas River Rwy.	26.81	42.75	1,146.12	6	.....	.....	.....	Do.
147021	Fayetteville and St. Paul...	St. Louis and San Francisco R. R. Co.	35.60	46.17	1,643.65	7	.....	.....	.....	Do.
147022	Daleville and Fairview.....	Ultima Thule, Philadelphia and Mississippi Rwy. Co.	17.44	42.75	745.56	6	.....	.....	.....	Do.
147023	Memphis, Tenn., and Bald Knob, Ark.....	St. Louis Iron Mountain and Southern Rwy. Co.	91.28	180.41	16,467.82	24.17	.....	.....	.....	Do.
147024	Jenson and Mansfield.....	St. Louis and San Francisco R. R. Co.	19.01	66.69	1,267.77	14	.....	.....	.....	Do.
147025	Fort Smith and Greenwood.	St. Louis Iron Mountain and Southern Rwy. Co.	19.20	46.17	886.46	6	.....	.....	.....	Do.
147026	Little Rock and Altheimer.	St. Louis Southwestern Rwy. Co.	44.46	68.40	3,041.06	6	.....	.....	.....	Do.
147027	Saginaw Junction (n. o.).....	Saginaw and Ouachita River R. R. Co.	2.50	.....	106.87	6	.....	.....	.....	Do.
147028	Brinkley and Pine City (n. o.).....	Brinkley, Helena, and In- dian Bay R. R. Co.	24.27	42.75	1,087.54	6	.....	.....	.....	Do.
147029	Texas and Doddridge.....	Texas and Pacific Rwy. Co.	28.50	42.75	1,218.97	6	.....	.....	.....	Do.
147030	Stuttgart and Gillett.....	St. Louis Southwestern Rwy. Co.	40.09	42.75	1,718.84	6	.....	.....	.....	Do.
147031	Paragould, Ark., and Card- well, Mo.....	Paragould Southeastern Rwy. Co.	12.19	42.75	521.12	10.50	.....	.....	.....	Do.
147032	St. Paul and Pettigrew.....	St. Louis and San Francisco R. R. Co.	8.06	.....	344.56	6	.....	.....	.....	Do.
147033	Doddridge and Ida.....	Texas and Pacific Rwy. Co.	6.06	.....	200.00	6	.....	.....	.....	Do.
147034	Eldorado and Junction.....	Arkansas Southern R. R. Co.	17.53	42.75	751.54	6	.....	.....	.....	Do.
147035	Coates (n. o.) and Gregory..	Choctaw, Oklahoma and Gulf R. R. Co.	6.13	42.75	282.06	6	.....	.....	.....	Do.
147036	Luxora and Deckerville.....	Deckerville, Osceola and Northern R. R. Co.	38.17	.....	1,681.77	6	.....	.....	.....	Do.
147037	Desarc and Higginson.....	Searcy and Des Arc R. R. Co.	20.02	.....	600.00	6	.....	.....	.....	Do.
147038	Pocahontas and Hoxie.....	Hoxie, Pocahontas and Northern R. R. Co.	15.16	42.75	648.09	7	.....	.....	.....	Do.
147039	Vacant.						.....	.....	.....	Do.
147040	Magnolia, Ark., and Ho- mer, La.	Louisiana and Northwest R. R. Co.	36.68	.....	1,000.00	6	.....	.....	.....	Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars. Miles.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
ARKANSAS—continued.											
147041	St. Louis, Mo., and Poplar Bluff, Mo.	St. Louis, Iron Mountain and Southern Rwy. Co.	165.51	613.89	381,065.89	21.58	338.78	190.00		2 lines 60 ft.; 1 line 50 ft.; 2 lines 40 ft.	Oak Hill Junction (n. o.) and Little Rock.
	Poplar Bluff, Mo., and Texarkana, Ark.		324.62	491.11			144.61	150.00	86,059.70	2 lines 60 ft.; 2 lines 40 ft.	Little Rock and Texarkana.
147042	Calro, Ill., and Texarkana, Ark.	St. Louis Southwestern Rwy. Co.	424.72	168.44	71,539.83	11.57	424.72	25.00	10,618.00	1 line 40 feet.	Poplar Bluff to Texarkana, land grant. 324.62 miles.
147043	Nettleton and Lake City....	Jonesboro, Lake City and Eastern R. R. Co.	12.20	42.75	521.55	12					Agreement.
147044	Stamps, Ark., and Clifford, La.	Louisiana and Arkansas R. R.	27.96		900.00	6					Do.
147045	Luna Landing and Ham- burg.	Mississippi River, Hamburg and Western Rwy. Co.	38.69		1,200.00	6					Do.
147046	Bentonville and Gravette...	St. Louis and San Francisco R. R. Co.	18.67		550.00	6					Do.
147047	Lake City and Leachville..	Jonesboro, Lake City and Eastern R. R. Co.	15.25		450.00	6					Do.
147048	Little Rock, Ark., and Wister, Ind. T.	Choctaw, Oklahoma and Gulf R. R. Co.	168.70		7,211.92	6					Do.
147049	Gravette, Ark., and South- west City, Mo.	St. Louis and San Francisco R. R. Co.	11.75		502.81	6					Do.
147050	Searcy and Higginson.....	Searcy and Des Arc R. R. Co.	4.95		207.33	6					Do.
147051	Paris and Charleston.....	Arkansas Central R. R. Co.	18.42		552.60	6					Do.
147052	Jonesboro and Nettleton ...	Jonesboro, Lake City and Eastern R. R. Co.	4.43		189.38	6					Do.
147053	Little Rock and Hot Springs	Little Rock and Hot Springs Western R. R. Co.	56.90		1,500.00	6					Do.
147054	Leachville and Manila.....	Jonesboro, Lake City and Eastern R. R. Co.	6.83		291.96	6					Do.
147055	Freeman Station (n. o.) and Berryville.	St. Louis and North Arkan- sas R. R. Co.	3.13		183.80	6					Do.

147056	Junction (n. o.) and Harrison.	do	50.23	2,147.38	6	Do.
			2,888.05	466,687.95		
	LOUISIANA.					
148001	McGehee, Ark., and Alexandria, La.	St. Louis, Iron Mountain and Southern Rwy. Co.	191.58	14,414.47	7	
149002	New Orleans and Shreveport.		307.08			
149002	Shreveport and State Line (n. o.).	Texas and Pacific Rwy. Co.	19.50	57,069.88	14 08	19.50 miles, Shreveport and State Line (n. o.) land grant.
149003	State Line (n. o.), La., and Marshall, Tex.		40.07			
149003	New Orleans and Lafayette.	Southern Pacific Co.	145.86	43,898.02	14.19	1 line 50 feet; 1 line 40 feet.
149004	Raceland Junction (n. o.) and Raceland.	do	2.23	95.83	6	Agreement.
149005	Vidalia and Jonesville.	Natchez, Red River and Texas R. R. Co.	25.56	1,092.69	6	
149006	Clinton and Ethel.	Yazoo and Mississippi Valley R. R. Co.	8.19	350.12	12	
149007	Slaughter, La., and Woodville, Miss.	do	41.81	2,859.33	6	
149008	Vicksburg, Miss., and Shreveport, La.	Vicksburg, Shreveport and Pacific R. R. Co.	174.29	178.72	7	All land grant.
149009	Thibodaux and Houma.	Southern Pacific Co.	19.97	1,024.46	14	
149010	Lafayette, La., and Orange, Tex.	do	113.46	112.46		1 line 50 feet; 1 line 40 feet.
149011	McManus and Jackson.	Jackson R. R. Co.	4.95	211.61	6	
149012	Cadez and St. Martinsville.	Southern Pacific Co.	6.83	291.98	7	
149013	Vacant.					
149014	New Orleans and Pearl River.	East Louisiana R. R. Co.	32.69	1,466.74	9.67	32.69 miles lap over route 126016.
149015	Pearl River and Covington.	Southern Pacific Co.	26.30	50.45		
149016	Baldwin and Louise.	Houston and Shreveport R. R. Co.	15.31	654.51	7	
149016	Shreveport and Logansport.		40.80	3,749.00	14	
149017	Cypress and Natchitoches.	Natchitoches and Red River Valley Rwy. Co.	12.40	720.93	14	
149018	Homer and Blenville.	Louisiana and Northwest R. R. Co.	35.56	1,550.77	10.37	
149019	New Louisville, Ark., and Shreveport, La.	St. Louis Southwestern Rwy. Co.	61.37	4,407.59	9.79	
149020	New Orleans and Belair.	Louisiana Southern Rwy. Co.	29.40	1,256.85	6	
149021	Lafayette and Cheneyville.	Southern Pacific Co.	25.55	4,778.14	7	32.55 miles lap over route 149002.
149022	Cheneyville and Alexandria.		60.64	74.39		
149022	New Iberia and Iberia and Vermilion Junction (n. o.).	do	5.86	284.13	7	
149023	Minden and Lanesville.	Louisiana and Arkansas R. R. Co.	6.02	262.53	14	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	LOUISIANA—continued.										
149024	Algiers and Bura	New Orleans, Fort Jackson and Grand Isle R. R. Co.	Miles. 59.62	Dollars. 47.88	Dollars. 2,854.60	13	Miles.	Dollars.	Dollars.		Agreement.
149025	Arnaudville and St. Martins- ville.	Southern Pacific Co.	23.99		700.00	6					
149026	Natchez, Miss., and Bastrop, La.	New Orleans and North- western Rwy. Co.	101.23	59.85	6,058.61	7					
1 9027	De Quincey and Lake Charles	Kansas City Southern Rwy. Co.	22.78	48.74	1,110.29	14					
149028	Mandeville Junction (n.o.) and Mandeville	East Louisiana R. R. Co.	12.10	42.75	517.27	7					
149029	Lake Charles and Alexan- dria.	Kansas City, Watkins and Shreveport and Red River Gulf Rwy. Co.	100.94	53.01	5,350.82	7					
149030	Shreveport and Coushatta.	Valley Rwy. Co.	46.13		1,500.00	6					
149031	Clifford and Cotton Valley.	Louisiana and Arkansas R. R. Co.	11.14		358.58	6					
149032	Iberia and Vermilion Junc- tion (n.o.) and Abbeville.	Iberia and Vermilion R. R. Co.	16.64	46.17	763.26	7					
149033	Cotton Valley and Minden.	Louisiana and Arkansas R. R. Co.	18.25		780.18	6					
149034	Summersport and Bunkie.	Texas and Pacific Rwy. Co.	26.40	62.16	1,377.02	7					
149035	Junction (n.o.) and Marks- ville.	do.	10.50	42.75	448.87	14					
149036	Eunice and Gueydan.	Southern Pacific Co.	35.08	42.75	1,499.67	6					
149037	Napoleonville and Thibo- deaux.	do.	20.51		876.90	6					
149038	Etouffail and Poydras.	Louisiana Southern Rwy. Co.	5.61		239.82	6					
149039	Isla and Shreveport.	Texas and Pacific Rwy. Co.	37.97		1,138.10	6					
149040	Junction, Ark., and Ruston, La.	Arkansas Southern R. R. Co.	38.44		1,643.31	6					
149041	New Roads and Baton Rouge Junction (n.o.).	Texas and Pacific Rwy. Co.	33.03		1,412.03	6					
149042	Coushatta and St. Maurice.	Shreveport and Red River Valley Rwy. Co.	30.93		927.90	6					
149043	Lanesville and Ashland.	Louisiana and Arkansas R. R.	31.16		800.00	6					
			2,135.00		221,751.04					21,109.75	

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
TEXAS—continued.											
150027	Fort Worth and Galveston	Gulf, Colorado and Santa Fe Rwy. Co.	346.53	141.93	49,183.00	16.38					
150028	Denison and Smithville	Missouri, Kansas and Texas Rwy. Co. of Texas.	308.73	176.99	54,642.12	36.83					
150029	Rockland and Beaumont	Sabine and East Texas Rwy. Co.	72.96	59.00	4,304.64	7					
150030	Dallas and Denton	Missouri, Kansas and Texas Rwy. Co. of Texas.	37.84	67.55	2,556.09	7					
150031	Dallas and Kemp	Texas and New Orleans R. R. Co.	47.28	48.74	2,904.42	6					
150032	Mineola and Troupe	International and Great Northern R. R. Co.	44.61	48.74	2,174.29	9.99					
150033	Kenedy and Corpus Christi	San Antonio and Aransas Pass Rwy. Co.	88.43	88.92	7,863.19	7					
150034	Phelps and Huntsville	International and Great Northern R. R. Co.	8.39	53.01	444.75	14					
150035	Paris and Weatherford	Gulf, Colorado and Santa Fe Rwy. Co.	195.59	141.93	27,760.08	14.27					
150036	Rosenberg and Victoria	New York, Texas and Mexican Rwy. Co.	92.12	115.43	10,633.41	7					
150037	Fort Worth and Texline	Fort Worth and Denver City Rwy. Co.	452.27	130.82	59,165.96	7					
150038	Austin and Llano	Ar. and N. W. and Northwestern R. R. Co.	100.04	82.94	8,297.31	6					
150039	San Antonio and El Paso	Galveston, Harrisburg and San Antonio Rwy. Co.	622.79	141.08	87,863.21	8.48					
150040	Harwood and Gonzales	Missouri, Kansas and Texas Rwy. Co. of Texas.	12.63	47.03	593.98	7					
150041	Echo (n. o.) and Belton	St. Louis and Southwestern Rwy. Co. of Texas.	7.44	63.27	470.72	21					
150042	Wylie and Dallas	St. Louis and Southwestern Rwy. Co. of Texas.	25.21		180.00	6					Agreement.
150043	Spooford and Eagle Pass	Galveston, Harrisburg and San Antonio Rwy. Co.	35.64	111.15	3,961.38	7					
150044	Tyler and Lufkin	St. Louis and Southwestern Rwy. Co. of Texas.	89.74	52.16	4,680.83	7					
150045	Beaumont and Sabine	Sabine and East Texas Rwy. Co.	29.69	42.75	1,269.24	7					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
OKLAHOMA TER.—cont'd.											
15004	Kiowa, Kans., and Pan- handle, Tex.	Atchison, Topeka and Santa Fe Rwy. Co.	217.13	90.63	19,678.49	6.34	Miles.	Dollars.	Dollars.		
154005	Fort Reno and Weatherford.	Choctaw, Oklahoma and Gulf R. R. Co.	45.52	87.21	4,057.00	7					
154006	Medford and Blackwell....	Atchison, Topeka and Santa Fe Rwy. Co.	25.00	66.69	1,733.94	13					
154007	Chickasha, Ind. T., and Anadarko, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	19.30		600.00	6					Agreement.
154008	Anadarko and Mount View.	do.	34.41		900.00	6					Do.
154009	Hunnswell, Kans., and Tonkawa, Okla.	Atchison, Topeka and Santa Fe Rwy. Co.	25.43		1,087.13	6					Do.
154010	Arkansas City, Kans., and Blackwell, Okla.	St. Louis and San Francisco R. R. Co.	23.62		1,008.75	6					Do.
154011	Blackwell and Ponca.....	Atchison, Topeka and Santa Fe Rwy. Co.	16.79		717.77	6					Do.
154012	Billings and North Enid...	Chicago, Rock Island and Pacific Rwy. Co.	26.47		1,131.59	6					Do.
154013	Pawnee and Guthrie.....	Atchison, Topeka and Santa Fe Rwy. Co.	74.22		2,500.00	6					Do.
154014	Seward and Cashion.....	do.	11.28		482.22	6					Do.
154015	Cashion and Kingfisher....	Chicago, Rock Island and Pacific Rwy. Co.	16.36		699.39	6					Do.
154016	Mount View and Mangum....	do.	47.36		2,024.64	6					Do.
KANSAS.			848.26		71,717.93				8,846.75		
158001	Kansas City, Mo., and Den- ver, Colo.	Union Pacific R. R. Co.	640.37	317.21	203,131.76	14.55	639.76	65.00	41,584.40	1 line 50 feet; 1 line 40 feet.	
158002	Lawrence and Leavenworth	do.	34.35	57.29	1,867.91	6					
158003	Atchison and Waterville....	Central Branch Rwy. Co.	100.71	172.71	17,933.62	14					
158004	Lawrence and Coffeyville...	Atchison, Topeka and Santa Fe Rwy. Co.	141.54	119.69	16,940.92	13.61					
158005	Cherryvale and Hunnswell	do.	131.59	124.83	16,426.37	8.78					
158006	Holiday Junction (n. o.) and Burlington.	do.	91.34	178.70	16,322.45	18.11					All land grant.

	(St. Joseph, Mo., and Hastings, Nebr., and Grand Island, Nebr.)	(St. Joseph and Grand Island Rwy. Co.)	227.32	124.48	32,291.29	14				227.32 miles, land grant.
155007			25.67	156.61						
155008	Kansas City, Mo., and Junction City and Parsons, Mo.	Kansas City, Fort Scott and Memphis R. R. Co. Missouri, Kansas and Texas Rwy. Co.	174.40	199.22	34,743.97	17.75	98.60	25.00	2,465.00	Kansas City to Fort Scott. All land grant.
155009			157.34	67.72	10,655.06	7				
155010	Kansas City, Mo., and Topeka to State Line (n. o.) to La Junta, Colo.	Atchison, Topeka and Santa Fe Rwy. Co.	66.46	407.84			284.10	100.00		Kansas City, Mo., to Hutchinson, Kans. to Kinsley, Kans., to La Junta, Colo. Hutchinson, Kans., to Kinsley, Kans., to Topeka to State Line (n. o.), 420.04 miles, and grant.
			420.04	326.27			288.47	100.00		
			84.46	407.84	198,613.97	25.60	98.30	50.00	52,172.00	
155011	Newton and Arkansas City, Atchison, Kans., and Columbus, Nebr.	Chicago, Burlington and Quincy R. R. Co.	79.02	245.39	19,390.71	21.57	78.37	25.00	1,869.25	Rulo to Lincoln.
155012			223.67	138.51	30,980.53	11.10	102.50	25.00	2,562.50	
155013	Leavenworth and Miltonvale.	Leavenworth, Kansas and Western Rwy. Co.	165.99	64.13	10,644.93	6				
155014	Blairstown and Westmoreland.	Kansas Southern Rwy. Co.	8.88		381.75	6				Agreement.
155015	Junction City and Concordia.	Union Pacific R. R. Co.	71.45	81.23	3,833.89	12				Do.
155016	Atwood and St. Francis.	Chicago, Burlington and Quincy R. R. Co.	44.28		1,892.97	6				
155017	Florence and Winfield.	Atchison, Topeka and Santa Fe Rwy. Co.	74.38	86.36	6,423.45	7.91				
155018	Kansas City, Mo., and Paola Station (n. o.).	Missouri, Kansas and Texas Rwy. Co.	43.01	74.38	3,199.08	14				
155019	Carl Junction, Mo., and Wichita, Kans.	St. Louis and San Francisco R. R. Co.	177.29	170.15	30,163.89	14				
155020	Glared, Kans., and Joplin, Mo.	do.	39.13	120.56	4,717.51	8.75				
155021	Waterville and Washington.	Central Branch Rwy. Co.	20.67	140.22	2,898.34	15.81				
155022	Greentield and Letoria.	do.	180.24	127.40	22,962.57	10.37				
155023	Emporia and Moline.	Atchison, Topeka and Santa Fe Rwy. Co.	84.36	55.58	4,689.84	7.43				
155024	Cherryvale and Arcadia.	Kansas City, Fort Scott and Memphis R. R. Co.	73.96	67.55	4,995.99	8.01				
155025	Solomon and Beloit.	Union Pacific R. R. Co.	57.88	91.49	5,295.44	12				
155026	Atchison and Topeka.	Atchison, Topeka and Santa Fe Rwy. Co.	51.04	95.76	4,867.59	14.08				Land grant.
155027	Yuma and Warwick.	Central Branch Rwy. Co.	30.45	43.61	1,396.64	6				
155028	Salina and McPherson.	Union Pacific R. R. Co.	36.58	47.08	1,720.35	6				
155029	Pawn and Alton.	Central Branch Rwy. Co.	28.99	94.05	2,242.85	18				
155030	Florence and Ellinwood.	Atchison, Topeka and Santa Fe Rwy. Co.	99.20	67.55	6,700.96	7.98				
155031	Paola and Leroy.	Missouri Pacific Rwy. Co.	58.26	165.87	9,663.58	14				
155032	Jamestown and Burr Oak.	Central Branch Rwy. Co.	33.84	58.14	1,967.45	12				
155033	Oswatimie and Ottawa.	Missouri Pacific Rwy. Co.	21.11	146.77	3,140.53	7				

155106	Meriden Junction (n. o.) and Topeka.	Leavenworth and Topeka Rwy. Co	10.21	8.89	90.76	6						Lap service over route 155028, land grant.
			9,351.03		1,307,838.54							
	NEBRASKA.											
157001	Union Pacific Transfer (n. o.), Iowa, and Ogden, Utah.	Union Pacific R. R. Co.	1,012.37	815.67	825,759.83	26.46	516.41	212.50	118,579.65	4 lines 60 feet and 1 line 40 feet.	Union Pacific Transfer (n. o.) to Cheyenne, Wyo.	
157002	Omaha, Nebr., and Denver, Colo.	Chicago, Burlington and Quincy R. R. Co.	588.83	285.57	153,873.68	20.24	254.90	40.00	82,860.00	3 lines 60 feet.	Cheyenne to Granger, Wyo.	
157003	Omaha, Nebr., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	123.97	139.37	17,277.69	21.80	123.40	25.00	3,085.00	2 lines 60 feet.	Granger to Ogden, Utah.	
157004	Omaha and Orecopolis Junction (n. o.)	Chicago, Burlington and Quincy R. R. Co.	16.60	324.90	5,393.84	31	16.60	40.00	664.00	2 lines 50 feet.	Omaha to McCook, Nebr.	
157005	Nebraska City and Lincoln.	do.	58.21	71.82	4,180.64	7.95				1 line 50 feet.	McCook to Denver, Colo.	
157006	Crete and Beatrice.	do.	30.24	133.88	4,033.41	15.48				1 line 40 feet.		
157007	Coburn Junction (n. o.)	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	26.78	51.30	1,373.81	12						
157008	Valley and Stromsburg.	Union Pacific R. R. Co.	90.63	68.40	6,199.09	6						
157009	Arvadia and Sargent.	Chicago, Burlington and Quincy R. R. Co.	20.69		884.49	6					Agreement.	
157010	Fremont, Nebr., and Deadwood, S. Dak.	Fremont, Elkhorn and Missouri Valley R. R. Co.	556.55	176.13	98,025.15	8.03	213.85	40.00	8,554.00	1 line 50 feet.	Fremont to Longpine, Nebr.	
157011	Northport Junction (n. o.), Nebr., and Sterling, Colo.	Chicago, Burlington and Quincy R. R. Co.	81.40		3,968.48	6					Union Station (n. o.), Colo., lap service over route 155017. Agreement.	
	Sterling (n. o.), Colo.	do.	23.40									
	Union Station (n. o.), and Brush, Colo.	do.	11.43									
157012	Columbus and Norfolk.	Union Pacific R. R. Co.	50.52	81.23	4,103.73	14.23						
157013	Lincoln, Nebr., and Manhattan, Kans.	do.	133.76	88.07	11,790.24	9.65						
157014	Valparaiso and Lincoln.	do.	20.03	82.08	1,644.06	12						
157015	Grand Island and Ord.	do.	63.97	83.79	5,360.04	8.06						
157016	Beatrice and Redcloud.	Chicago, Burlington and Quincy R. R. Co.	119.97	138.51	16,617.04	8.03						
157017	Oconee and Albion.	Union Pacific R. R. Co.	34.22	72.68	2,487.10	12						
157018	Verdigis.	Fremont, Elkhorn and Missouri Valley R. R. Co.	54.15	70.11	3,796.45	6.35						
157019	Nebraska City and Beatrice.	Chicago, Burlington and Quincy R. R. Co.	94.91	82.08	7,790.21	6						
157020	Wymore and Tablerock.	do.	40.39	147.92	5,974.48	7						
157021	Emerson and Norfolk.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	46.50	102.60	4,770.90	13						
157022	Wakefield and Hartington.	do.	34.04	69.26	2,357.61	12						

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
KANSAS—continued.											
155087	Wichita and Ellsworth.....	St. Louis and San Francisco R. Co.	Miles. 104.60	Dollars. 64.13	Dollars. 6,707.99	7	Miles.	Dollars.	Dollars. .....	.....	.....
155088	Manchester, Kans., and Superior, Nebr.	Atchison, Topeka and Santa Fe Rwy. Co.	81.36	76.95	6,260.65	6	.....	.....	.....	.....	.....
155089	Belleville and McFarland.....	Chicago, Rock Island and Pacific Rwy. Co.	104.69	227.43	23,809.64	14	.....	.....	.....	.....	.....
155090	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
155091	Kansas City, Mo., and Paola, Kans.	Missouri Pacific Rwy. Co.	54.03	200.93	10,856.24	14	.....	.....	.....	.....	.....
155092	Bucklin and Dodge City.....	Chicago, Rock Island and Pacific Rwy. Co.	26.90	42.75	1,149.97	6	.....	.....	.....	.....	.....
155093	Dexter and Arkansas City.....	Kansas and Colorado Pacific Rwy. Co.	26.32	46.17	1,215.19	7	.....	.....	.....	.....	.....
155094	Warwick, Kans., and Prosser, Nebr.	Pacific Rwy. Co. in Nebraska.	72.57	42.75	3,102.36	6	.....	.....	.....	.....	.....
155095	Gypsum and Marquette.....	Kansas and Colorado Pacific Rwy. Co.	27.60	42.75	1,179.90	7	.....	.....	.....	.....	.....
155096	Herington and Salina.....	Chicago, Rock Island and Pacific Rwy. Co.	49.87	42.75	2,131.94	7	.....	.....	.....	.....	.....
155097	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
155098	Menager Junction (n. o.) and Leavenworth Station	Kansas City Northwestern R. R. Co.	12.53	47.03	589.28	14	.....	.....	.....	.....	.....
155100	Kansas City, Mo., and North Topeka Station (n. o.)	Chicago, Rock Island and Pacific Rwy. Co.	67.20	224.86	15,110.59	20	67.20	50.00	3,360.00	2 lines 40 feet.	Lap service over route 155001.
155101	Hutchinson, Kans., and Medford, Okla.	Atchison, Topeka and Santa Fe Rwy. Co.	104.74	84.65	8,866.23	13	.....	.....	.....	.....	.....
155102	Fort Scott and Cornell Station (n. o.)	Missouri Pacific Rwy. Co.	28.66	42.75	1,267.96	6	.....	.....	.....	.....	.....
155103	Potter and Wilder Station (n. o.)	Atchison, Topeka and Santa Fe Rwy. Co.	40.40	42.75	1,727.10	6	.....	.....	.....	.....	.....
155104	Abilene and Salina.....	.....do.....	23.37	44.46	1,039.03	6	.....	.....	.....	.....	.....
155105	Leavenworth, Kans., and Menager Junction (n. o.)	Chicago Great Western Rwy. Co.	13.18	60.70	1,586.17	13.50	.....	.....	.....	.....	.....
155106	Menager Junction (n. o.) and Kansas City, Mo.	.....	20.32	39.33	.....	.....	.....	.....	.....	.....	13.13 miles lap service over route 155099. 20.32 miles lap service over route 155079.

	Mileage	No. of Cars	No. of Drivers	No. of Conductors	No. of Passengers	Total No. of Persons	Total Mileage	Total Cost	Total Revenue	Total Profit	Lap over route 157001.
157048	Gilmore Junction (n. o.)	Missouri Pacific Rwy. Co....	59.41	166.73	9,905.42	16.68					
157049	Aurora and Arcadia....	Chicago, Burlington and Quincy R. R. Co.	90.66	68.40	6,201.14	6					
157050	Fairbury, Nebr., and Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy. Co.	453.08	192.38	87,163.53	13.92					
157051	Omaha and Arlington....	Fremont, Elkhorn and Missouri Valley R. R. Co.	28.75	151.34	4,351.02	13.50					
157052	Platte River Junction (n. o.) and Hastings.	do.....	119.96	85.50	10,256.58	6					
157053	Fairfield and Alma....	Kansas City and Omaha Rwy. Co.	87.42	51.90	4,464.64	6					
157054	Fairbury and McCool Junction (n. o.).	do.....	50.68	47.03	2,388.48	6					
157055	Palmer and Burwell	Chicago, Burlington and Quincy R. R. Co.	69.32	47.88	3,319.04	6					
157056	Linwood and Superior	Fremont, Elkhorn and Missouri Valley R. R. Co.	122.70	67.55	8,298.38	6					
157057	Ashland and Schuyler	Chicago, Burlington and Quincy R. R. Co.	50.23	48.74	2,448.21	6					
157058	Vacant.	Missouri Pacific Rwy. Co....	58.45	53.87	3,148.70	6					
157059	Talmage and Crete....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	42.99	64.98	2,793.49	12					
157060	Greeley and Bloomfield....	Chicago, Burlington and Quincy R. R. Co.	18.69	42.75	798.99	6					
157061	SiouX City and O'Neill....	Willmar and Sioux Falls Rwy. Co.	130.80	78.66	10,288.72	11.50					
157062	Kearney and Callaway....	Union Pacific R. R. Co....	65.88	53.01	3,492.29	6					
157063	Union Pacific Transfer (n. o.), Iowa, and Albright, Nebr.	Chicago, Rock Island and Pacific Rwy. Co.	7.40	20.52							
157064	Albright and Jansen....	do.....	104.12	123.12	12,971.09	20					
157065	Culbertson and Imperial....	Chicago, Burlington and Quincy R. R. Co.	49.35	43.61	2,152.15	6					
157066	Vacant.	do.....									
157067	Vacant.	do.....									
157068	Vacant.	do.....									
157069	Vacant.	do.....									
157070	Vacant.	do.....									
157071	Vacant.	do.....									
157072	Vacant.	do.....									
157073	Vacant.	do.....									
157074	California, Iowa, and Fremont, Nebr.	StouX City and Pacific R. R. Co.	32.11	228.29	7,380.39	18.03					
157075	Omaha and Gilmore Junction (n. o.).	Missouri Pacific Rwy. Co....	9.18	40.19	368.93	14					
			7,066.15	1,573,090.01	246,590.82						

C.—Railroad mail service and railway post-office cars in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEBRASKA—continued.										
157023	Vacant.										
157024	Fairmont and Chester.....	Chicago, Burlington and Quincy R. R. Co.	47.96	67.55	3,241.04	12			Dollars.		
157025	Genoa and Cedar Rapids.....	Union Pacific R. R. Co.	30.82	59.00	1,818.38	12					
157026	Dewitt and Superior.....	Chicago, Burlington and Quincy R. R. Co.	85.85	68.40	5,872.14	6					
157027	Alliance, Nebr., and Guernsey, Wyo.	.....do.....	129.16		4,036.25	6					Agreement.
157028	Odell and Concordia, Kans.	.....do.....	72.31	58.14	4,204.10	6					
157029	Hastings and Oxford.....	.....do.....	106.75	124.88	13,200.77	9.63					
157030	Kenesaw and Kearney.....	.....do.....	24.66	54.72	1,349.39	12					
157031	Vacant.										
157032	Republican City, Nebr., and Oberlin, Kans.	.....do.....	78.73	59.85	4,711.99	6					
157033	St. Paul and Loup.....	Union Pacific R. R. Co.	39.61	42.75	1,693.32	12					
157034	Vacant.										
157035	Chadron, Nebr., and Caspar, Wyo.	Fremont, Elkhorn and Missouri Valley R. R. Co.	193.31	69.26	13,388.65	6					
157036	Lincoln, Nebr., and Edgemont, S. Dak.	Chicago, Burlington and Quincy R. R. Co.	472.00	188.96	89,189.12	9.47			50.00	23,586.00	1 line 60 feet..
157037	Fremont and Lincoln.....	Fremont, Elkhorn and Missouri Valley R. R. Co.	52.36	131.67	6,894.24	18.16					
157038	Vacant.										
157039	Plattsmouth and Ashland..	Chicago, Burlington and Quincy R. R. Co.	31.01	140.22	4,848.22	9.71			40.00	172.00	Plattsmouth to Omaha Junction (n. o.).
157040	Union and Lincoln.....	Missouri Pacific Rwy. Co.	47.72	102.60	4,896.07	15.65					
157041	Scribner and Oakdale.....	Fremont, Elkhorn and Missouri Valley R. R. Co.	115.65	70.97	8,207.68	6.55					
157042	Holdrege, Nebr., and Cheyenne, Wyo.	Chicago, Burlington and Quincy R. R. Co.	336.82	63.27	21,310.60	6					
157043	Edgar and Holdrege.....	.....do.....	80.93	53.87	4,359.69	6					
157044	Aurora and Hastings.....	.....do.....	28.28	54.72	1,547.48	6					
157045	Fairfield and Stromsburg..	.....do.....	65.48	53.87	3,527.40	8.94					
157046	Orleans, Nebr., and Atwood, Kans.	Kansas City and Omaha Rwy. Co.		59.00	5,485.92	6					
157047	Vacant.	Chicago, Burlington and Quincy R. R. Co.	92.96								

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, per office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
	SOUTH DAKOTA.										
159001	Sioux City, Iowa, and Edge- ley, N. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	330.45	138.51	45,770.62	7.57					
159002	Canton and Chamberlain	do	146.85	115.43	16,950.89	6					
159003	Vacant.	do									
159004	Sioux Falls Junction (n. o.) and Woonsocket.	do	83.15	74.39	6,185.52	6					
159005	Marion and Running Water.	do	62.50	68.40	4,275.00	6					
159006	Napa Station (n. o.) and Platte.	do	82.59		3,530.72	6					
159007	Gettysburg and Cheyenne Agency.	Forest City and Gettysburg R. R. Co.	21.10		600.00	6					Agreement.
159008	Brookings and Watertown.	Chicago and Northwestern Rwy. Co.	48.12	75.24	3,620.54	12					Do.
159009	Vacant.	do									
159010	Centerville and Yankton	do	29.24	42.75	1,250.01	12					Do
159011	Millbank and Sisseton	Chicago, Milwaukee and St. Paul Rwy. Co.	37.80		1,615.96	6					
159012	Oakes, N. Dak., and Huron, S. Dak.	Chicago and Northwestern Rwy. Co.	136.55	101.75	13,893.96	6					
159013	Watertown and Gettysburg.	do	146.95	66.69	9,900.09	6					
159014	Tripp and Armor	Chicago, Milwaukee and St. Paul Rwy. Co.	20.26	65.84	1,338.91	6					
159015	Eureka and Orient	do	67.77	53.01	3,592.48	6					
159016	Vacant.	do									
159017	Madison and Bristol	do	108.54	76.95	7,967.40	6					
159018	Doland and Groton	Chicago and Northwestern Rwy. Co.	39.26	51.30	2,014.08	6					
159019	Sioux Falls and Mitchell	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	72.29	61.56	4,450.17	6					
159020	Elkton and Pierre	Chicago and Northwestern Rwy. Co.	207.99	132.53	27,564.91	9.08					
159021	Watertown and Huron	Duluth, Watertown and Pa- cific Rwy. Co.	70.67	45.32	3,202.76	6					
159022	Hawarden, Iowa, and In- quois, S. Dak.	Chicago and Northwestern Rwy. Co.	126.50	128.25	16,228.62	8.86					
159023	Lead and Piedmont	Black Hills and Fort Pierre R. R. Co.	37.61	71.82	2,701.15	7					
159024	Deadwood and Edgemont	Chicago, Burlington and Quincy R. R. Co.	107.04	83.79	8,968.88	7.19					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NORTH DAKOTA—continued.											
16104	Vacant.										
16105	Hankinson and Oakes	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	59.64	117.99	6,918.93	6			Dollars.		
16106	Grand Forks and Pembina.	Northern Pacific Rwy. Co.	94.14	79.52	7,486.01	7					
16107	Vacant.										
16108	Hankinson and Portal	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	344.53	188.10	64,815.49	7					
16109	Wapeton and Milnor	Northern Pacific Rwy. Co.	41.64	42.75	1,780.11	6					
			3,608.13		688,485.31				80,783.50		
MONTANA.											
163001	Silver Bow and Garrison....	Montana Union Rwy. Co.	44.50	64.91	4,223.49	18.28					
163002	Logan station (n. o.) and Butte.	Northern Pacific Rwy. Co.	71.60	143.64	10,284.62	7		25.00	1,774.75	1 line 40 feet.	
163003	Stuart and Anaconda	Butte, Anaconda and Pa- cific Rwy. Co.	8.95	105.02	948.87	47					
163004	Drummond and Phillips- burg.	Northern Pacific Rwy. Co.	26.52	53.01	1,406.82	6					
163005	Butte and Great Falls	Montana Central Rwy. Co.	172.37	122.27	21,075.67	14					
163006	Summit Station (n. o.) and Lombard.	Montana R. R. Co.	49.96	52.16	2,605.91	6					
163007	Birdseye and Marysville	Northern Pacific Rwy. Co.	12.50	42.75	534.37	6					
163008	Missoula and Hamilton	do.	48.12	71.82	3,455.96	6					
163009	Silver Bow and Butte	Montana Union Rwy. Co.	7.96	157.32	1,255.41	41					
163010	Butte and Anaconda	Butte, Anaconda and Pa- cific Rwy. Co.	26.89		1,149.54	6					Agreement.
163011	Laurel Junction (n. o.) and Red Lodge.	Northern Pacific Rwy. Co.	45.08	54.72	2,464.04	6					
163012	Livingston and Cinnabar ..	do.	51.41	53.01	2,725.24	6					Do.
163013	Stella Station (n. o.)	do.	19.43		890.63	6					
163014	Missoula, Mont., and Spo- kane, Wash.	do.	258.10	192.88	49,782.32	7.16					All land grant.
163015	Great Falls and Nelhart	Montana Central Rwy. Co.	66.79	44.46	2,969.48	6					
163016	Pacific Junction (n. o.) and Great Falls.	Great Northern Rwy. Co.	115.34	134.24	15,483.21	7					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage of post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
COLORADO—continued.											
165010	Colorado Springs and Pueblo.	Colorado and Southern Rwy. Co.	<i>Miles.</i> 43.44	<i>Dollars.</i> 20.62	<i>Dollars.</i> 891.38	6		<i>Dollars.</i>			Lap over route 165085.
165011	Cucharas and Creede.....	Denver and Rio Grande R. R. Co.	150.83	54.72	8,253.41	7.60					
165012	Salida and Grand Junction.....	do.	209.41	123.98	25,982.65	27.10					
165013	Edith Colo., and Lumber- ton, N. Mex.	Rio Grande and Pecos River R. R. Co.	6.03		257.78	6					Agreement.
165014	Carbondale and Redstone.....	Crystal River R. R. Co.	16.91		722.90	6					Do.
165015	Como and Alma.....	Colorado and Southern Rwy. Co.	33.20	44.46	1,476.07	7					
165016	Gunnison and Crested Butte	Denver and Rio Grande R. R. Co.	23.48	42.75	1,217.52	6					
165017	Julesburg and Lesalle.....	Union Pacific R. R. Co.	150.96	107.73	16,262.92	7					
165018	Glenwood Springs and Aspen	Denver and Rio Grande R. R. Co.	41.66	49.59	2,065.91	14					
165019	Denver and Newcastle.....	do.	384.99	214.61	82,622.70	21.43					
165020	Argo Junction (n. o.) and Silver Plume.	Colorado and Southern Rwy. Co.	51.64	112.01	5,794.19	13					
165021	Fork Creek and Central City	do.	11.29	76.95	868.76	13					
165022	Sheridan Junction (n. o.) and Morrison.	do.	9.67	42.75	413.39	6					
165023	Denver and Manitou Junc- tion (n. o.)	do.	82.25	108.59	8,931.52	15.10					
165024	Gladstone and Silverton.....	Silverton, Gladstone, and Northern R. R. Co.	7.24		309.51	6					Do.
165025	Manitou Junction (n. o.) and Colorado Springs.	Colorado and Southern Rwy. Co.	8.97	57.29	513.89	21					
165026	Dickey Station (n. o.) and Dillon.	do.	2.99	42.75	127.82	14					
165027	Greely and Fort Collins.....	do.	25.15	78.66	1,978.29	7					
165028	Denver and Lyons.....	Chicago, Burlington and Quincy R. R. Co.	60.71	60.71	2,972.36	6					
165029	Redstone and Placita.....	Crystal River R. R. Co.	3.50		149.62	6					Do.
165030	Colorado Springs and Man- itou.	Denver and Rio Grande R. R. Co.	5.69	59.85	334.56	24.50					
165031	Oro Junction (n. o.) and Canyon City.	Canyon City and Cripple Creek R. R. Co.	7.71		329.60	6					Do.

Do.		Do.		Do.		Do.		Do.	
168001	Yuma and El Paso, Tex.	Southern Pacific Co.	563.83	162.45	91,594.18	7.73			
168002	Benson and Nogales.	do	84.54	100.89	8,832.80	7			
168003	Benson and Fairbank.	Arizona and South Eastern R. Co.	19.22		285.79	7			
168004	Maricopa and Phoenix.	Maricopa and Phoenix and Salt River Valley R. R. Co.	35.20	68.40	2,407.68	10.20			
168005	Fairbank and Bialabee.	Arizona and South Eastern R. Co.	36.54	57.29	2,098.37	7			
168006	Ashfork and Phoenix.	Santa Fe, Prescott and Phoenix Rwy. Co.	186.92	100.04	19,699.87	7			
168007	Junction (n.o.) and Jerome.	United Verde and Pacific Rwy. Co.	26.29	51.30	1,348.67	7			
168008	Tevison and Geronimo.	Gila Valley, Globe and Northern Rwy. Co.	68.26	71.92	4,902.48	6			
168009	Chloride and Kingman.	Arizona and Utah Rwy. Co.	26.86		1,148.26	6			
168010	Tempe and Mesa.	Maricopa and Phoenix and Salt River Valley R. R. Co.	8.15	42.75	848.41	13			
168011	Geronimo and Globe.	Gila Valley, Globe and Northern Rwy. Co.	56.81		2,428.62	6			
168012	Prescott and Eastern Junction (n. o.) and Mayer.	Santa Fe, Prescott and Phoenix Rwy. Co.	25.96		1,109.79	6			
168013			1,152.56		136,809.87				
UTAH.									
168001	Ogden and Frisco.	Oregon Short Line R. R. Co.	275.93	133.38	36,803.54	9.32			
168002	Grand Junction, Colo., and Ogden, Utah.	Rio Grande Western Rwy. Co.	323.43	141.06	46,453.03	10.54			
168003	Ogden, Utah, and Silver Bow, Mont.	Oregon Short Line R. R. Co.	380.18	155.61	60,715.90	7.88			
168004	West Jordan and Bingham.	Rio Grande Western Rwy. Co.	15.14	42.75	647.28	14			
168005	Salt Lake City and Stockton.	Oregon Short Line R. R. Co.	39.27	43.61	1,712.56	6			
168006	Provo City and Heber.	Rio Grande Western Rwy. Co.	27.07		1,157.24	6			
168007	CACHE Junction, Utah, and Preston, Idaho.	Oregon Short Line R. R. Co.	42.65	79.62	3,391.52	9.55			
168008	Edaho City and Park City.	Union Pacific R. R. Co.	28.34	43.61	1,285.90	7			
168009	Colton and Scofield.	Rio Grande Western Rwy. Co.	16.12	42.75	689.13	6			
168010	Nephi and Mand.	San Pete Valley Rwy. Co.	43.32	42.75	1,951.98	7			
168011	Lehi Junction (n. o.) and Silver City.	Oregon Short Line R. R. Co.	53.98	53.87	2,905.20	7			
168012	Silver City Junction (n. o.) and Eureka.	do	3.41	42.75	145.77	7			
168013	Salt Lake City and Park City.	Rio Grande Western Rwy. Co.	33.90	55.56	1,878.60	7			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
UTAH—continued.											
169014	Thistle and Belknap Sta- tion (n. o.).	Rio Grande Western Rwy. Co.	Miles. 123.63	Dollars. 82.06	Dollars. 10,147.55	7	Miles.	Dollars.	Dollars.		Agreement Do.
169015	Springville and Silver City. .....	.....do.....	44.87	53.01	2,378.55	6.89					Do.
169016	Milford and Lund (n. o.).	Utah and Pacific R. R. Co.	37.15	.....	1,588.16	6					Do.
169017	Mounds (n. o.) and Sunny- side.	Rio Grande Western Rwy. Co.	16.70	.....	713.92	6					Do.
169018	Lund (n. o.) and Uvada Sta- tion (n. o.).	Utah and Pacific R. R. Co.	38.75	.....	1,656.56	6					Do.
169019	Fairfield Station (n. o.) and Mercur.	Salt Lake and Mercur R. R. Co.	11.89	44.46	528.62	7					Do.
169020	Manmoth Junction (n. o.) and Robinson.	Oregon Short Line R. R. Co.	1.73	42.75	73.95	7					Do.
169021	Belknap Station (n. o.) and Marysvale.	Rio Grande Western Rwy. Co.	9.33	.....	396.85	6					Do.
IDAHO.			1,582.69		177,103.71						
170001	Shoshone and Ketchum....	Oregon Short Line R. R. Co.	70.11	54.72	3,886.41	6					Do.
170002	Hauser and Ceur d'Alene....	Northern Pacific Rwy. Co.	13.48	45.32	610.91	6					Do.
170003	Wallace and Burke.....	.....do.....	7.15	43.61	311.81	13					Do.
170004	Nampa and Boise.....	Oregon Short Line R. R. Co.	20.20	98.33	1,986.25	14					Do.
170005	Nampa and Murphy.....	Boise, Nampa and Owyhee Rwy. Co., Limited.	29.99	52.16	1,564.27	7					Do.
170006	Tekoa, Wash., and Wallace, Idaho.	Oregon R. R. and Navigation Co.	80.24	82.94	6,655.10	7					Do.
170007	Juliaetta and Lewiston....	Northern Pacific Rwy Co.	22.69	.....	989.99	7					Do.
170008	Fullman Junction (n. o.). Wash., and Juliaetta, Idaho.	.....do.....	38.18	70.11	2,676.79	6					Do.
170009	St. Anthony and Idaho Falls	St. Anthony R. R. Co.	38.00	.....	1,694.50	6					Do.
170010	Weiser and Cambridge....	Pacific and Idaho Northern Rwy. Co.	40.83	.....	1,745.48	6					Do.
170011	Spalding and Sities.....	Northern Pacific Rwy. Co.	63.02	.....	2,694.10	6					Do.
			423.89		24,675.62						

WASHINGTON.		145.42	160.06	23,274.47	14.50				All land grant.
171001	Portland, Oreg., and Tacoma, Wash.								
171002	Seattle and Newcastle.....	18.82	42.75	804.55	10.53				
171003	Olympia and Tenino.....	16.53	57.29	947.00	8				
171004	Walla Walla and Wallula.....	32.25	130.82	4,218.94	7				
171005	Burnett and Carbonado.....	9.55	42.75	408.25	6				
171006	Moscow, Idaho, and Bolles Junction (n. o.), Wash.	119.75	134.24	16,075.24	7				
171007	Renton and Franklin.....	22.25	42.75	951.18	7				
171008	Walla Walla and Dayton.....	38.75	131.67	5,102.21	7				
171009	Pasco and Pasco.....	145.76	172.36	25,123.19	7.91	145.67	25.00	3,641.75	All land grant.
171010	Blaine and New Whatcom.....	23.80	107.45	1,017.45	6				Agreement.
171011	Pasco and Tacoma.....	233.92	188.95	42,899.78	8.91	253.83	25.00	6,346.75	All land grant.
171012	Seattle and Meeker Junction (n. o.), Wash.	31.05	206.06	6,398.16	35				
171013	Pasco and Wallula.....	15.38	45.83	704.86	7				Do.
171014	Starbuck and Pomeroy.....	30.61	45.32	1,387.24	6				
171015	Marshall, Wash., and Genesee, Idaho.	104.24	123.96	12,923.67	7.11				
171016	Carbonado and Fairfax.....	7.22		180.50	6				Agreement.
171017	Walla Walla, Wash., and Pendleton, Oreg.	48.66	129.96	6,823.85	13				
171018	Seattle and North Bend.....	59.68	83.79	5,000.98	8.83				
171019	Everett and Monte Cristo.....	59.64		2,549.61	6				Do.
171020	Woodinville and Sumas.....	102.42	113.72	11,647.20	7				
171021	Cheney and Coulie City.....	108.48	77.81	8,440.82	6				
171022	Spokane and Colfax.....	87.98	147.92	18,014.00	14.22				
171023	Spokane and Boundary.....	140.66	132.53	18,641.66	6				
171024	Whatcom and F. and S. Junction (n. o.), Wash.	19.49	94.91	1,849.79	7				
171025	Hunts Junction (n. o.) and Dayton.	86.94	50.45	4,886.12	6				
171026	Tacoma and Spanaway.....	13.42		573.70	6				Do.
171027	Vacant.								
171028	Aberdeen and Hoquiam.....	4.21		179.97	6				Do.
171029	Centralia and Ocoea.....	66.11	78.66	5,200.21	6				
171030	Hamilton and Anacortes.....	34.26	50.45	1,728.41	7				
171031	Whatcom and Sumas.....	23.84	42.75	1,019.16	14				
171032	Lake View and Gate City.....	43.45	49.74	2,117.76	6				

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
WASHINGTON—continued.											
171033	Port Townsend and Qui- scene.	Pacific Coast Co.	Miles. 27.50	Dollars. 42.75	Dollars. 1,175.62	6		Dollars.			
171034	Seattle and Fairhaven Southern Rwy. Junction (n. o.).	Great Northern Rwy. Co.	78.49	183.90	12,079.61	10.20					
171035	Cle Elum and Roslyn	Northern Pacific Rwy. Co.	3.60		153.90	6					Agreement.
171036	Cosmopolis Junction (n. o.).	do.	1.63	42.75	69.63	12					
171037	Chehalis and South Bend	do.	57.14	52.16	2,960.42	6					
171038	Belmont and Farmington	do.	6.87	42.75	293.69	6					
171039	Vacant.										
171040	Spokane and Everett Junc- tion (n. o.).	Great Northern Rwy. Co.	314.83	187.25	58,951.92	7					
171041	Vacant.										
171042	Vacant.										
171043	Vacant.										
171044	Vacant.										
171045	Vacant.										
171046	Aberdeen Junction (n. o.) and Aberdeen.	Northern Pacific Rwy. Co.	3.44	56.43	194.11	12					
171047	Vacant.										
171048	Northport and Canadian Line (n. o.).	Columbia and Red Mountain Rwy. Co.	8.18	71.82	587.48	6					
OREGON.											
			2,416.22		301,575.96				9,987.50		
173001	Portland and Ashland	Southern Pacific Co.	342.16	213.03	74,601.14	11.05	841.41	40.00	13,656.40	1 line 50 feet.	
173002	Portland, Oreg., and Cor- vallis, Wash.	do.	96.99	97.47	9,453.61	11.67					
173003	Umatilla and Huntington	Oregon R. R. and Navigation Co.	217.94	264.79	55,523.93	7	217.77	62.50	13,610.62	1 line 60 feet; ‡ line 40 feet.	
173004	Portland and Dundee	Southern Pacific Co.	28.56	59.85	1,709.31	9.70					
173005	Portland, Oreg., and Wal- lula, Wash.	Oregon R. R. and Navigation Co.	212.06	247.95	52,585.23	13.10	184.86	62.50	11,563.75	1 line 60 feet; ‡ line 40 feet.	Portland to Umatilla.
173006	Albany and Yequina	Corvallis and Eastern R. R. Co.	84.14	67.55	5,683.65	6.91					

C. — Railroad mail service and railway post-office cars as in operation June 30, 1901—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	CALIFORNIA.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
176001	(San Francisco, Cal., and Ogden, Utah.	Southern Pacific Co.....	833.88	630.14	525,461.14	18.74	75.86	180.00	121,287.00	1 line 60 feet; 3 lines 50 feet; 1 line 60 feet; 1 line 50 feet; 2 lines 50 feet; 1 line 60 feet; 1 line 50 feet; 1 line 50 feet.	Oakland and Port Costa. Port Costa and Rose- ville. Roseville and Ogden.
176002	(San Francisco and San Jose. San Jose and Carmadeno Sta- tion (n. o.). Carmadeno Station (n. o.)	.....do	50.00 32.50 220.30	146.21 116.96 146.21	43,321.77	13.75	302.80	25.00	7,570.00	1 line 40 feet..	32.50 miles land grant.
176003	Roseville, Cal., and Ash- land, Oreg.	.....do	323.31	225.72	72,977.53	10.53	322.50	40.00	12,900.00	1 line 50 feet..	
176004	Petaluma and Lakeville ..	California Northwestern Rwy. Co.	6.21	42.75	265.47	6					
176005	Sacramento and Placerville ..	Southern Pacific Co.....	60.10	82.94	4,984.69	13					
176006	Suisun City and Napa Junc- tion.	.....do	13.00	56.43	733.59	14					
176007	Visalia and Exeter.....	.....do	10.37		443.31	6					Agreement.
176008	Vallejo Junction (n. o.) and Cloverdale, Cal.	.....do	48.89	105.17	4,615.91	17.70					
176009	Oroville and Woodland ..	.....do	63.78	102.60	6,543.82	14					
176010	Fresno and Colusa (n. o.) ..	.....do	15.61	122.27	1,908.63	6					
176011	San Francisco and Ukiah ..	California Northwestern Rwy. Co.	112.11	153.05	17,158.43	18.97					
176012	Stockton and Milton.....	Southern Pacific Co.....	24.62	96.62	2,378.78	9.72					
176013	San Pedro and Los Angeles.	.....do	22.26	52.16	1,161.06	13					
176014	Los Angeles, Cal., and Yuma, Ariz.	.....do	249.19	129.28	32,215.28	9.04					All land grant.
176015	Elmira and Rumsey ..	.....do	51.38	58.14	2,987.23	7.58					
176016	San Francisco and Cazadero ..	North Pacific Coast R. R. Co.	87.09	70.97	6,180.77	11.21					
176017	Los Angeles and Santa Ana.	Southern Pacific Co.....	34.04	78.66	2,677.56	14.92					
176018	Visalia and Goshen.....	.....do	7.95	64.98	3,678.10	10.08					60.81 miles land grant.
	Goshen and Alameda ..	.....do	60.81	51.99							

C.—Railroad mail service and railway post-office cars as in operation June 30, 1901.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		CALIFORNIA—continued.									
176047	Sweetwater Junction (n. o.) and Sunnyside.	National City and Otay Rwy. Co.	4.67	Dollars. 42.75	Dollars. 199.64	6		Dollars.			
176048	Colusa and Siles.	Colusa and Lake R. Co.	22.29	42.75	952.89	7					
176049	Campbell and New Al- maden.	Southern Pacific Co.	12.94	42.75	553.18	7					
176050	Kramer and Johannesburg.	Randsburg Rwy. Co.	29.10		1,244.02	6					
176051	Surrey and Santa Barbara.	Southern Pacific Co.	31.26	123.25	10,421.59	14					
176052	Truckee and Tahoe.	Lake Tahoe Rwy. and Trans- portation Co.	14.76		680.56	6	79.90	25.00	1,997.50	line 40 feet.	Agreement. Do.
176053	Barstow and Los Angeles.	Southern California Rwy. Co.	141.12	232.56	32,818.86	14.76					
176054	Beardo and Raymond.	Southern Pacific Co.	21.23	44.46	948.88	14					
176055	Riverdale and Los Angeles Junction (n. o.).	Southern California Rwy. Co.	89.40	136.80	12,223.92	14.36					
176056	San Bernardino and Men- tore.	do.	12.04	82.94	998.59	16.67					
176057	Oceanside and Escondido.	do.	22.76	55.58	1,265.00	6					
176058	Los Angeles and Redondo.	do.	22.51	42.75	1,092.30	13					
176059	Perris and San Jacinto.	do.	20.08	59.00	1,184.72	6					
176060	Napa Junction and Santa Rosa.	Southern Pacific Co.	37.46	63.27	2,370.09	14					
176061	San Diego and Tia Juana.	National City and Otay Rwy. Co.	20.45	44.46	909.20	12.80					
176062	Fresno and Visalia.	San Francisco and San Jos- equin Valley Rwy. Co.	47.49	42.75	2,030.19	7					
176063	Los Angeles and Orange.	Southern California Rwy. Co.	31.83	157.32	5,007.49	21.50					
176064	Stockton and Hanford.	San Francisco and San Jos- equin Valley Rwy. Co.	154.39	42.75	6,600.18	7					
176065	Tracy and Armona.	Southern Pacific Co.	147.54	129.96	19,174.29	8.16					
176066	Fresno and Porterville.	do.	70.01	59.00	4,180.59	7					
176067	Vacant.	do.									
176068	Studebaker Station (n. o.) and Whittier.	do.	6.90	42.75	294.97	13					
176069	Willow and Fruit.	do.	17.36	42.75	742.14	6					
176070	Alton and Scotia.	Pacific Lumber Co.	8.01	79.52	636.95	13					
176071	Santa Rosa and Sebastopol.	California Northwestern Rwy. Co.	6.99	42.75	293.82	13					
176072	Martinez and San Ramon.	Southern Pacific Co.	24.15	59.85	1,445.37	14					

TABLE D.—Steamboat service in operation on the 30th of June, 1901.

No. of route.	State and terminl.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
	MAINE.		Dollars.	Miles.		
1080	Rockland to Stonington.....	Boston and Bangor Steamship Co., Wil- liam H. Hill, President.	425.00	28	6	From June 22 to Sept. 23, 1901.
1081	Wilsons Mills to Camp Caribou	Henry W. Poor	415.86	35	6	From May 15 to Sept. 30, each year.
1082	Criehaven to Rockland	William G. Butman	550.00	22	{	Do.
1083	Bemis to Haines Landing	Fred. C. Barker.....	378.62	17	12	41 months.
1084	Rangeley to Indianbrook.....	Edward S. Dingley.....	214.93	13.75	6	9 additional trips on 7 miles; May 15 to Sept. 30.
1085	Greenville Junction to Kinco	David T. Saunders	1,009.44	20	6	May 16 to Nov. 15, 6 additional trips per week from June 21 to Sept. 30 and "star" remainder year.
1088	Portland to Peak Island	Charles W. T. Goding	900.00	3.20	{	3 months.
1089	Portland to Cousins Islands	E. R. Norton	250.00	9	6	9 months.
1090	Orrs Island to Portland	Isiah Daniels.....	1,400.00	24.50	{	Do.
1091	Bath to Popham Beach	John H. Stacy	150.00	12	6	2 months.
1092	Bath to Boothbay Harbor	Eastern Steamboat Co., H. W. Swanton, Treasurer.	1,531.27	18.62	6	3 months.
1093	North Islesboro to Belfast	C. W. Smallidge	500.00	10	{	4 months.
1094	Vinalhaven to Rockland.....	William S. White	900.00	15	{	3 months.
1097	Rockland to Swans Island	George H. Kimball	3,000.00	14	{	9 months.
1098	Bar Harbor to Mount Desert Ferry	Maine Central Railroad Co., Franklin A. Wilson, President.	2,500.00	14.50	{	Do.
1099	Bar Harbor Wharf to Winter Harbor	Winter Harbor Steamboat Co., Bedford E. Tracy, Treasurer.	803.00	7	{	3 months.
1100	Eastport to Lubec.....	Charles W. Nichols	680.00	3	{	3 months.
			15,508.12	392.82	12	With 6 additional round trips per week over 12 miles; June 16 to Sept. 16.
	NEW HAMPSHIRE.					
2088	Wolfboro to The Weirs	Sewall W. Abbott	346.50	25	{	18 miles, 41 months.
2099	Georges Mills to Lake Sunapee Sta- tion (n. o.).	Woodsom Steamboat Co., A. Perley Fitch, General Manager.	142.50	21	{	25 miles, 3 months.
					6	3 miles, 3 months.

2100	Alton Bay to Alton Bay..... Center Harbor to The Weir..... Center Harbor to Center Harbor.....	Boston and Maine R. R. Co., T. A. McKennon, first vice-President.	1,200.00	28	{	6 months on 2½ miles. 6 months on 10 miles. 12 months on 28 miles.
	MASSACHUSETTS.		1,689.00	74	{	
4098	New Bedford to Cuthunk.....	New Bedford Towboat Co., J. T. Sherman, President.	2,698.00	14	{	64 miles, 8 months. 7½ miles, 3 months. 14 miles, 9 months.
4099	Woods Hole to Nantucket.....	New Bedford and Martha's Vineyard and Nantucket Steamboat Co., Chauncey G. Whitton, Treasurer.	7,875.00	35	{	12 6 months. 6 Do.
4100	New Bedford to Edgartown.....	do.....	2,892.06	34.25	{	6 34.25 miles. 7 7 miles, 2½ months. 19 18 miles, 2½ months.
	RHODE ISLAND.		13,405.06	88.25	{	
5099	Block Island to Newport.....	Martin V. Ball and Lemuel A. Dodge.....	3,000	30	{	6 4 months. 3 5 months. 2 2 months.
5100	Newport to Wickford Junction (n.o.).	Newport and Wickford R. R. and Steamboat Co., A. S. Sherman, Treasurer.	11,450	13.12	{	25 5 months. 18 7 months.
	NEW YORK.		14,450.00	43.12	{	
7091	Buffalo, N. Y., to Crystal Beach, Ontario, Canada.	J. H. Rebstock.....	50.00	10.86	{	12 4 months.
7093	Fishers Island, N. Y., to New London, Conn.	Fishers Island Navigation Co., E. M. Ferguson, President.	1,500.00	9	{	12 4 months. 6 8 months.
7094	Sag Harbor, N. Y., to New London, Conn.	W. H. Beckwith.....	1,700.00	40	{	12 3 months.
7095	Clayton to Alexandria Bay.....	H. S. Folger.....	1,280.00	16	{	12 4½ months. 19 2½ months.
7096	Port Henry to Chimney Point.....	The Port Henry Steam Ferry Co., H. B. Willard, Secretary and Treasurer.	365.00	2.50	{	6 And 6 additional, 4 months.
7097	Plattsburg, N. Y., to Burlington, Vt...	Champlain Transportation Co., G. Rushlow, General Manager.	2,356.56	28.25	{	
7098	Caldwell to Fort Ticonderoga (n.o.), N. Y.	Lake George Steamboat Company, G. Rushlow, General Manager.	2,368.00	44.50	{	7 3 months. 6 Do.
7099	Pennyan to Hammondsport.....	Lake Keuka Navigation Co., H. S. Stebbins, Manager.	627.00	22	{	6 8 months.
7100	Brooklyn, N. Y., to Jersey City, N. J....	Brooklyn Annex Daniel Butterfield, Presiden	3,400.00	3.56	{	115 And as much oftener as the Department may require up to 286 times a week.
			13,644.56	174.67	{	

TABLE D.—Steamboat service in operation on the 30th of June, 1901—Continued

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
MARYLAND.						
13063	Pocomoke City to Snowhill	Pocomoke Packet Co., Oliver D. Collins, President, Snowhill, Md.	<i>Dollars.</i> 200.00	<i>Miles.</i> 13	6	
13064	Havre de Grace to Betterton	(The Tolchester Beach Improvement Co., Wm. C. Eliason, President, Baltimore, Md.	210.00	14	{	May 10 to June 13. June 14 to Sept. 3. Sept. 4 to Oct. 15. Gratuitous.
13065	Baltimore to Chautauqua Beach	The Bay Ridge Electric Steamboat Co.			6	
13066	Crisfield to Crisfield	Peter Peppier, Pocomoke City, Md.	1,190.64	25.73	6	
13067	Washington to Norfolk	Norfolk and Washington, D. C. Steamboat Co., J. Callahan, General Manager, Washington, D. C.	2,800.00	191.60	7	
13068	Baltimore to Seaford, Del	Baltimore, Chesapeake and Atlantic Rwy. Co., Willard Thomson, General Manager, Baltimore, Md.	1,179.63	149.50	3	
13069	Baltimore to Washington, D. C.	(The Weems Steamboat Co. of Baltimore City, Henry Williams, President.	1,900.00	300.10	{	June 1 to Dec. 31. January 1 to May 31, additional service once a week from June 1 to Dec. 31, from Baltimore to Leonardtown. Additional service once a week from June 1 to Dec. 31, from Baltimore to Kinsale.
13070	Washington, D. C., to Glymont	W. Weighel, care of S. C. Ramage, Washington, D. C.	2,040.00	25.50	6	
13071	Baltimore to Rues, Va. (n. o.)	Baltimore, Chesapeake and Atlantic Rwy. Co., Willard Thomson, General Manager, Baltimore, Md.	4,192.18	222	2	
13072	Baltimore to Tolchester Beach	Tolchester Steamboat Co., John M. Nandall, Secretary, Baltimore, Md.	475.00	25	6	
13073	Baltimore to Salisbury	Baltimore, Chesapeake and Atlantic Rwy. Co., Willard Thomson, General Manager, Baltimore, Md.	1,200.00	196.76	{	With 4 additional trips per week from Baltimore to Crisfield direct, 112 miles.
13074	Baltimore to Westpoint	Baltimore, Chesapeake and Richmond Steamboat Co., Reuben Foster, General Manager, Baltimore, Md.	3,000.00	211	3	
13075	Baltimore to Denton	Baltimore, Chesapeake and Atlantic Rwy. Co., Willard Thomson, General Manager, Baltimore, Md.	2,099.16	150.47	6	
13076	Baltimore to Freeport	The Weems Steamboat Co. of Baltimore, Md., Henry Williams, President, Baltimore, Md.	2,400.00	219.62	2	
13077	Baltimore to Benedict		2,500.00	119.37	2	

13098	Baltimore to Chertertown.....	Chester River Steamboat Co., George Warfield, President, Baltimore, Md.	850.00	57	{	3	July 1 to Oct. 31.
13099	Baltimore to Rockhall.....	do.....	250.00	30	{	3	Nov. 1 to June 30.
			26,486.66	1,890.64			
	VIRGINIA.						
14089	Chincoteague Island, Va., to Bloomtown, Va.	William Harrison	1,027.00	13		12	
14090	Nassawadox, Va., to Broadwater, Va.	Joseph L. Ferrell	720.00	17.50		6	
14092	Norfolk, Va., to Smithfield, Va.....	Old Dominion Steamship Co., J. H. Cooper, Treasurer.	398.62	31		6	
14093	Whitestone, Va., to Urbanna, Va.....	Alexander	1,500.00	27.50		6	
14094	Portsmouth, Va., to Cape Charles, Va.	Alexander & Cassatt	14,271.62	38.99		13	
14095	Newport News, Va., to Norfolk, Va.....	William B. Thompson	4,000.00	11.50		14	
14096	Franklin City, Va., to Chincoteague Island, Va.	S. G. Proffitt	725.00	7		6	
14097	Norfolk, Va., to Baltimore, Md	The Baltimore, Chesapeake and Richmond Steamboat Co., Reuben Foster, General Manager.	9,000.00	183.80		6	
14098	Norfolk, Va., to Thompsons Wharf (n. o.), Va.	Old Dominion Steamship Co., J. H. Cooper, Treasurer.	1,198.99	63.80		3	
14099	Norfolk, Va., to Richmond, Va	The Virginia Navigation Company, Irvin Weisiger, General Manager.	4,000.00	130.75		3	
14100	Fredericksburg, Va., to Baltimore, Md.	The Weems Steamboat Company, of Baltimore City, Henry Williams, President.	6,220.00	298.11	{	2	Over 73 miles.
			48,761.23	822.95		4	Over 220.11 miles.
16100	Creston to Palestine R. R. station (n. o.)	L. K. Dye.....	545.00	20		6	
	WEST VIRGINIA.						
	NORTH CAROLINA.						
18090	Beaufort to Ocracoke	J. B. Jones and W. S. Chadwick	3,000.00	48.37		6	
18092	Wilmington, N. C., to Little River, S. C.	The Wilmington and Little River Transportation Co., M. J. Corbett, President.	400.00	49		2	
18094	Plymouth to Edenton	Norfolk and Southern R. R. Co., by M. K. King, General Manager.	1,500.00	16		6	
18095	Beaufort to Morehead City	Jno. B. Jones, Jr.	364.00	3		12	
18096	Elizabeth City to Newbern	Norfolk and Southern R. R. Co., by M. K. King, General Manager.	1,500.00	174		3	
18098	Windsor to Plymouth	J. W. Branning	1,200.00	26		6	
18099	Wilmington to Southport	S. G. Proffitt	1,460.00	25		6	
18100	Wilmington to Fayetteville	William S. Cook	600.00	99.50		2	
			10,024.00	440.87			

Or as much oftener as boats may run.

TABLE D.—Steamboat service in operation on the 30th of June, 1901—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
SOUTH CAROLINA.						
20083	Beaufort to Hiltonhead.....	Chas. E. Danner.....	Dollars. 700.00	Miles. 16	6	
20094	Georgetown to Santee.....	Wm. Chas. Ward.....	1,585.00	26.50	6	
20097	Edisto Island Steamboat Landing (n. o.) to Young Island.....	Chas. H. Van Brockle.....	690.00	10	6	
20098	Wando to Charleston.....	N. Nelson.....	300.00	15	6	
20099	Charleston to Mount Pleasant Steamboat Landing (n. o.).....	Charleston Consolidated Railway Gas and Electric Co., Nicholas S. Hill, Jr., General Manager.	1,000.00	2.91	20	
20100	Georgetown to Bucksville.....	Albert A. Springs.....	1,050.00	47	3	
			5,825.00	117.41		
GEORGIA.						
21099	Brunswick to Cumberland.....	W. M. Tupper and H. H. Raymond.....	800.00	21	6	4 months.
21100	Brunswick to St. Simons Mills.....	Urbanus Dart.....	1,200.00	12	3	8 months.
			2,000.00	33	12	
FLORIDA.						
23081	Pensacola to Boggy.....	J. T. Brooks.....	999.00	65	3	With a branch line between Miakka City Landing (n. o.) and Englewood. Steamboat service between Punta Gorda and Miakka City Landing (n. o.), the residue by land.
23082	Punta Gorda to Grove City.....	Kelly B. Harvey.....	2,373.10	29	6	
23083	Eau Gallie to Nathan.....	C. A. Potter.....	1,089.00	32.50	3	
23085	Bayhead to St. Andrews Bay.....	Frank H. Ware.....	930.00	19.50	6	
23086	West Palmbeach to Juno.....	William H. Sanders.....	586.86	11.25	6	
23087	Myers to Thompson.....	J. F. Menge and Conrad Menge.....	1,066.67	86.25	6	
23088	St. Andrews Bay to Wetappo.....	David M. Witherill.....	1,039.00	32	3	4 months.
23089	Punta Gorda to Myers.....	The Plant Investment Co., by R. G. Erwin, President.	4,725.00	74	6	8 months.
		do.....	69,000.00	315	3	
23090	Port Tampa to Habana (Cuba).....	do.....	2,981.97	42.88	6	
23091	Port Tampa to Ellenton.....	I. Von Balaan.....	700.00	20	6	
23092	Jacksonville to Fulton.....	Fannie L. Gardner.....	1,888.00	39.50	6	
23093	Palatka to Drayton Island.....	do.....	1,440.64	34.50	6	
23094	Palatka to Colce.....	do.....	1,440.64	34.50	6	
23095	Jacksonville to Orangedale.....	E. M. Robinson.....	1,850.00	33	6	But visiting Stokes Landing (n. o.) 3 times a week only.

		Florida East Coast Steamship Co., by							
23096	Miami to Key West.....	{ J. R. Parrott, Vice-President.	15,000.00	151.40	{	2	8 months.		
23097	Fernandina to St. Marys.....	John Richardson.....	700.00	12	6	3	4 months.		
23098	Iola to Newahitchka.....	C. A. Potter.....	1,060.00	17	6	6			
23099	Chattahoochee to Apalachicola.....	Jno. T. Davis, Jr.....	4,900.00	127	3	3			
23100	Freeport to Point Washington.....	W. H. Wesley.....	963.67	14.50	6	6			
			113,306.01	1,105.78					
	PORTO RICO.								
79098	New York, N. Y., to San Juan, P. R.....	John Dallett, Ernest C. Bliss, Wm. B. Boulton, and John Schimmel.	2,600.00	1,407					
79099	San Juan to New York, N. Y.....	do.....	9,600.00	1,407					
79100	New York, N. Y., to San Juan, P. R.....	New York and Porto Rico Steamship Co.	43,000.00	1,554.25	{	2	For 4 trips only one way.		
			55,200.00	4,368.25		3	Per month one way only, with privilege of 2 additional in year.		
						1	Per month on 1,407 miles.		
							Per month on 147.25 miles.		
	ALABAMA.								
24100	Mobile to Battles.....	Eastern Shore Transportation Co., W. P. Hutchison, Manager.	1,800.00	23.25		7			
	MISSISSIPPI.								
26099	Yazoo City to Belzonsa.....	William Dudley Pugh.....	990.00	39.50		3			
26100	English Lookout to Gainesville.....	Joseph A. Favre.....	987.00	19		6			
	TENNESSEE.		1,977.00	58.50					
27099	Johnsonville to Savannah.....	St. Louis and Tennessee River Packet Co.	2,390.00	102.25		3			
27100	London to Kingston.....	G. W. Hart and W. F. Dawson.....	699.00	21.12		6			
	KENTUCKY.		2,968.00	123.37					
29099	Rumsey to Livermore R. R. station (n. o.).....	John P. Hines.....	600.00	10.25		12			
29099	Louisville, Ky., to Evansville, Ind.....	Louisville and Evansville Mail Co., W. W. Hite, President.	10,500.00	227.10		6			
29100	Evansville, Ind., to Paducah, Ky.....	Harry C. Gilbert.....	8,100.00	170		6			
	OHIO.		19,200.00	467.35					
31001	Detroit, Mich., to Sandusky, Ohio.....	Put-in-Bay route, E. A. Dustin, Manager..	300.00	80		6			June 15 to Oct. 15, 1901.

TABLE D.—Steamboat service in operation on the 30th of June, 1901.—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
MICHIGAN.						
37001	Landing to Milwaukee.....	Pere Marquette R. R. Co., S. T. Crapo, General Manager.	Dollars. 3,150.00	Miles. 96	6	Apr. 1 to Nov. 30 each year.
37002	Charlevoix to St. James.....	Pier D. Campbell.....	986.00	32	8	During navigation.
37003	St. Ignace to Cedarville.....	Michael D. Murray.....	315.00	26.75	6	May 1 to Oct. 31 each year.
37004	Traverse City to Northport.....	Henry J. Webb.....	395.00	39.50	6	Do.
37005	Mackinaw to Mackinac Island.....	Island Transport Co., L. R. Boynton, Manager.	466.67	8.60	21	June 21 to Sept. 20 each year.
37006	St. Ignace to Mackinac Island.....	Geo. T. Arnold.....	1,690.00	6	7	June 1 to Oct. 31 each year.
37007	Leland to Fouch (n. o.).....	John Harting.....	159.00	14	6	Apr. 15 to Nov. 30 each year.
37008	Detour to Saute Ste. Marie.....	Geo. T. Arnold.....	1,477.50	61	6	4 months.
37009	Detour to Algonac.....	Charles F. Billman.....	500.00	36	14	One way, May 15 to Sept. 30, 1901.
37010	Manistee to Milwaukee.....	Gus Kitzinger.....	100.00	123	7	June 15 to Sept. 30, 1901.
37012	South Haven to Chicago.....	The H. W. Williams Transportation Line, by C. W. Williams, President.	75.00	80	7	Apr. 1 to Nov. 30.
37013	Detroit to Cleveland.....	Detroit and Cleveland Navigation Co., D. Carter, secretary and General Manager.	600.00	110	7	
WISCONSIN.						
39001	Milwaukee to Grand Haven.....	Crosby Transportation Co., E. G. Crosby, General Manager.	9,915.17	632.75	6	6 months each year.
39002	Duluth to Herbster.....	W. Vernon Booth.....	1,600.00	85	3	Do.
MINNESOTA.						
41001	Duluth to Grand Marais.....	William Vernon Booth.....	790.00	40	2	7 months.
ARKANSAS.						
47098	Greenville, Miss., to Vicksburg, Miss..	J. J. Powers.....	2,390.00	125	3	
47094	Greenville, Miss., to Luna Landing.....	Frank L. Lyon.....	1,188.00	124	7	
47097	Memphis, Tenn., to Ashport, Tenn.....	Baylis G. Lee.....	5,250.00	182.50	3	
47098	Memphis, Tenn., to Helena.....	do.....	500.00	13.50	3	
47099	Memphis, Tenn., to Arkansas City.....	James H. Rees.....	7,898.00	94	3	
			6,899.00	91	2	
			9,000.00	256		
			28,048.00	637		

LOUISIANA.			200.00	30	6
49000	Belle Isle to Morgan City.....	Gulf and Mississippi River Transportation Co., Chas. H. Root, General Freight and Passenger Agent.			
49002	Harvey to Grand Isle.....	Henry A. Harvey.....	1,700.00	90	2
49003	Lowry to Mermentau.....	Albert F. Dobbertin.....	1,206.20	33.50	6
49004	Port Eads to Buras.....	John J. Keegan.....	3,598.60	39.16	6
49006	Akers to Port Vincent.....	J. A. Muir.....	3,200.00	58	3
49008	Lake Charles to Cameron.....	E. S. Crosby and J. D. Cline.....	925.00	51	3
49007	Jonesville to Acme.....	J. N. Thomas.....	1,878.16	65	3
49008	Natchez, Miss., to Vicksburg, Miss.....	George G. Klapp.....	3,998.00	108	3
49009	Natchez, Miss., to Bayou Sara, La.....	Frederick B. Postlethwaite.....	4,387.50	105	3
			21,097.46	579.66	
WASHINGTON.					
71067	Tacoma to Olympia.....	S. Willey Navigation Co., F. V. Donnelly, Manager.	600.00	38	6
71068	Whatcom to Point Roberts.....	C. E. Curtis.....	1,533.33	51	3
71074	Astoria to Grays River.....	Max Skibble.....	800.00	22	2
71076	Olympia to Shelton.....	Frederic G. Deming.....	900.00	22	6
71078	Anacortes to Whatcom.....	Andrew Newhall.....	2,498.00	83.92	3
71080	Seattle to Whatcom.....	Pacific Navigation Co., J. M. Ashton, president.	1,500.00	108.56	6
71081	Seattle to Laconner.....	do.....	4,500.00	107	6
71082	Seattle to Silverdale.....	Edward N. Robinson and Richard S. Robinson.	1,410.68	29	6
71083	Seattle to Poulsbo.....	Nils Olsen and Thos. Hagdahl.....	1,173.33	32	3
71084	Seattle to Union.....	H. A. Hansen.....	1,523.41	104	3
71086	Seattle to Port Townsend.....	John Rex Thompson.....	8,107.02	71	6
71087	Port Townsend to Hadlock.....	L. B. Hastings.....	561.00	6.75	6
71088	Port Townsend to Whatcom.....	John Rex Thompson.....	5,924.89	119.01	3
71089	Port Townsend to Neahbay.....	do.....	6,000.00	115	3
71090	Port Townsend to Coupeville.....	L. B. Hastings.....	607.50	7.50	6
71091	Hoquiam to Damon.....	Arthur Benham.....	1,000.00	18	3
71092	Olympia to New Kamliche.....	Frederic G. Deming.....	900.00	20	6
71094	Tacoma to Seattle.....	Arda R. Hunt.....	1,248.00	43.62	6
71095	Tacoma to Tacoma.....	do.....	1,090.00	37.25	3
71096	Tacoma to Allyn.....	Wm. Bradford.....	979.18	58.75	3
71097	Tacoma to Burton.....	Frank W. Bibbins and Chauncey E. Wiman.	474.00	10	6
71098	Astoria to Deepriver.....	S. A. Lovelace.....	975.00	19.50	3
71100	Nahcotta to Southbend.....	George H. Emerson.....	2,410.98	83.50	6
			46,713.32	1,152.36	
OREGON.					
78096	Portland to Astoria.....	Oregon Railroad and Navigation Co., A. L. Mohler, President.	6,000.00	109.29	6

One way only.

With 7 additional trips, omitting intermediate offices.

To Port Angeles (42 miles).
Residue of route (73 miles).Between Tacoma and Gig Harbor (8.50 miles).
Residue of route (28.75 miles).

TABLE D.—Steamboat service in operation on the 30th of June, 1901—Continued.

No. of route.	State and terminl.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
OREGON—continued.						
73097	Newport to Yaquina Station (n. o.) ..	W. M. Weighel.....	Dollars. 390.00	Miles. 18.50	6	
73098	Napleton to Florence.....	N. J. Cornall.....	777.00	18.50	6	
73100	Myrtlepoint to Bandon.....	Thomas William McCloskey.....	846.00	39.25	6	
			8,138.00	171.04		
CALIFORNIA.						
76065	Station D, San Francisco, to Duttons Landing.	California Transportation Co., N. Anderson, Secretary.	300.00	45	3	
76067	San Francisco to Eureka.....	North Pacific Steamship Co., Chas. P. Doe, Manager.	730.00	230		1 round trip every 5 days, \$10 a round trip.
76096	Tahoe to Tahoe.....	Charles T. Bliss.....	3,349.30	27.75	6	May 1 to Oct. 31.
76097	San Francisco to Crescent City.....	Chas. E. Dugan.....	705.00	274	2	Nov. 1 to Apr. 30.
76098	San Francisco to Eureka.....	Pacific Coast Steamship Co., John L. Howard, Vice-President.	6,000.00	230	1	Mar. 1 to Oct. 31; 3 trips per month for residue of year.
76099	San Francisco to Sacramento.....	C. J. Wilder.....	6,000.00	120.62	6	at \$15 round trip.
76100	San Pedro to Avalon.....	Wilmington Transportation Co., Hancock Banning, Second Vice-President.	1,300.00	27	1	And as much oftener as boats may run.
			15,384.30	954.37	6	May 1 to Sept. 30.
					3	Residue of year.
ALASKA.						
78037	Seattle, Wash., to Nome.....	Gray & Co., Charles E. Peabody, agent.				1 round trip, 4 cents a pound each way.
78038	do.....	S. R. Burling, Agent.				Do.
78039	Skagway to Haines.....	P. B. Hunting.	1,170.00	14	3	June 1 to Nov. 30, 1901, \$15 a round trip.
78040	Seattle, Wash., to Nome.....	Pacific Clipper Line, T. R. Tinto, secy.				1 round trip, 4 cents a pound each way.
78041	San Francisco, Cal., and Seattle, Wash., to Nome.	Pacific Steam Whaling Co., Edwin L. Griffin, Manager.				Do.
78044	Juneau to Sitka.....	C. E. Tibbels.	5,500.00	230		Twice a month.
78045	Seattle, Wash., to Valdez.....	White Star Steamship Co., S. G. Simpson, President.				4 round trips, 2 cents a pound each way.
78046	Haines to Route No. 78094.....	Alaska Steamship Co., Chas. E. Peabody, General Manager.	600.00	1		4 trips a month, Mar. 11 to June 30, 1901.
78047	Seattle, Wash., to Valdez.....	L. H. Gray, agent.				1 round trip, 4 cents a pound each way.
78049	Ketchikan to Ketchikan.....	Henry C. Strong.....	4,336.00	144.50	1	

78051	San Francisco, Cal., to St. Michael	Leon Sloos	1,888.00	3,375	.....	3 round trips to St. Michael, \$472 a round trip; 1 round trip to Nome, \$472 a round trip.
78053	Juneau to Sumdum	Stephen E. York	1,560.00	68	1	.....
78054	Seattle, Wash., to Skagway	Alaska Steamship Co., Chas. E. Peabody, Manager	2,700.00	1,000	.....	3 round trips a month, \$75 round trip.
78078	.....do	Washington and Alaska Steamship Co., Hugh C. Wallace, President	2,700.00	1,000	.....	Do.
78082	St. Michael to York	Leon Sloos	2,800.00	250	.....	8 round trips, \$350 round trip.
78084	San Francisco, Cal., to Circle, Alaska, and Dawson, Canada	.....do	5,860.00	4,408	.....	3 round trips, leaving May 25, June 25, and July 8, 1901, \$1,465 round trip; 1 additional round trip, Aug. 1, 1901, \$1,465 round trip.
78086	Juneau to Kodiak	.....do	4,865.00	1,284	.....	1 round trip a month, Apr. 1 to Oct. 31, 1901, \$686 round trip.
78087	Tyoonok to Sunrise	.....do	1,200.00	50	.....	1 trip a month, May 1 to Oct. 31, 1901, \$200 round trip.
78088	Seattle, Wash., to Skagway	Pacific Coast Steamship Co., John L. Howard, Vice President	18,000.00	1,012	.....	2 trips a month and as much oftener as boats may run.
78094	.....do	Alaska Steamship Co., Chas. E. Peabody, Manager	2,400.00	1,043	.....	4 trips a month, \$60 a round trip.
78097	Seattle, Wash., to Circle, Alaska, and Dawson, Canada	North American Transportation and Trading Co., Michael Cudahy, President	5,980.00	4,018	.....	4 round trips, leaving June 1, July 20, Aug. 15, and Sept. 10, 1901, \$1,486 round trip.
78099	Valdez to Nutchek (n. o.)	Pacific Steam Whaling Co., H. J. Knowles, Secretary	1,120.00	107	.....	2 trips a month, Apr. 1 to Oct. 31, in each year.
78100	Sitka to Unalaska	.....do	2,888.43	1,421	.....	1 trip a month, April to October, inclusive, in each year.
			65,516.43	19,425.50		

E.—Regulation, screen, or other wagon service in operation June 30, 1901.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	MAINE.		<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
401011	Lewiston and Auburn.....	J. P. Stewart and W. H. Smith.	3.03	9,441.88	1,370.00
401012	Portland	W. H. McGuire.....	2.49	17,078.88	2,295.50
			5.52	26,520.26	3,665.50
	NEW HAMPSHIRE.				
402011	Concord	J. A. Craft.....	.47	3,641.04	672.00
402012	Dover	Michael McCone .....	.38	2,765.78	595.00
402013	Manchester.....	J. A. Craft.....	.50	5,019.50	727.00
402014	Portsmouth.....	Harry M. Tucker .....	.37	2,924.48	561.00
			1.72	14,351.80	2,575.00
	VERMONT.				
403011	Burlington	A. T. Whiting.....	.49	2,844.16	544.00
403012	Rutland	J. A. Craft.....	.37	2,277.60	504.00
			.86	4,621.76	1,048.00
	MASSACHUSETTS.				
204001	Boston	Boston Pneumatic Transit Co.	.74	24,065.78	9,000.00
404001	do	Chas. Linehan	1.69	29,499.60	18,000.00
404002	do	do	7.83	27,910.60	8,500.00
404012	Fall River	E. A. Chilton	1.00	8,590.00	989.00
404013	Fitchburg	A. T. Whiting.....	.37	3,501.68	678.00
404014	Lowell	E. A. Chilton .....	.45	6,598.80	1,222.00
404015	Springfield	J. A. Craft.....	.25	5,862.48	1,148.00
404016	Worcester	do	2.02	24,548.16	2,154.00
404017	Boston	Leander P. Slavens.....	3.00	27,144.00	2,475.00
			17.85	157,781.10	44,066.00
	RHODE ISLAND.				
405011	Providence	Earnest A. Page	4.05	27,796.60	3,495.00
	CONNECTICUT.				
406011	Bridgeport	J. A. Craft.....	1.16	5,003.96	1,027.00
406012	Hartford	Louis E. Farber	1.44	15,587.86	2,400.00
406013	New Haven	J. C. Johnson .....	.66	14,242.80	1,689.99
406014	Norwich	A. T. Whiting.....	.49	2,672.80	660.00
406015	Waterbury	J. P. Stewart and W. H. Smith.	1.16	7,067.84	1,140.00
			4.91	44,544.76	6,916.99
	NEW YORK.				
407001	Brooklyn.....	J. C. Johnson	1.65	25,396.20	4,499.99
407002	Buffalo	J. A. Craft.....	3.33	15,825.68	2,432.00
407003	do	James A. Love	5.84	25,490.40	2,866.00
407004	New York	Chas. B. Felt	41.19	440,754.89	121,800.00
407005	do	W. Weighel	308.79	585,415.01	117,400.00
407011	Albany	J. P. Stewart and W. H. Smith.	1.18	13,059.28	2,370.00
407012	Auburn	J. C. Johnson	1.16	4,507.88	629.99
407013	Binghamton	Wesley E. Travis	1.29	7,833.04	994.00
407014	Brooklyn.....	S. G. Proffit	10.73	40,461.74	9,477.00
407016	Elmira	J. A. Craft.....	3.10	12,629.76	1,796.00
407017	Geneva	E. A. Chilton	3.06	7,759.44	1,022.00
407018	Hudson	J. A. Craft.....	.50	3,068.00	527.00
407020	Long Island City	do	1.23	3,722.16	747.00
407021	Plattsburg	do	1.80	4,651.62	623.00
407022	Poughkeepsie	do	2.25	5,824.00	624.00
407023	Rochester	J. C. Johnson	5.95	22,864.40	2,899.99
407024	Syracuse	W. H. McGuire	1.27	6,423.04	1,795.00
407025	Troy	J. C. Johnson .....	.12	2,970.24	1,129.99
407026	Utica	J. A. Craft.....	.71	4,844.05	998.00
407030	Buffalo (Exposition)	New York Electric Vehicle Transportation Co., D. W. Sowers, supt.	4.25	10,710.00	1,750.00
			893.90	1,243,610.23	276,382.96
	NEW JERSEY.				
409011	Jersey City	J. P. Stewart and W. H. Smith.	30.44	34,885.52	3,740.00
409012	Newark	John H. Clayton	2.75	25,766.00	2,999.00
409013	Paterson	S. G. Proffit	2.29	5,921.76	777.00
409014	Trenton	J. A. Craft.....	1.30	9,081.28	1,466.00
			36.68	75,154.56	8,982.00

¹ For period of 7 months.

E.—Regulation, screen, or other wagon service in operation June 30, 1901—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
PENNSYLVANIA.			<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
410001	Philadelphia.....	S. G. Profit.....	8.06	38,388.67	12,600.00
410002	do.....	do.....	.71	4,717.84	760.00
410003	do.....	Francis D. Tull.....	3.53	8,760.87	950.00
410005	do.....	J. A. Craft.....	.28	3,329.76	1,073.00
410006	do.....	S. G. Profit.....	.98	4,958.00	1,540.00
410007	do.....	J. A. Craft.....	2.35	7,558.86	1,247.00
410011	Allegheny.....	do.....	5.74	29,391.44	2,497.00
410012	Erie.....	do.....	1.50	9,904.96	1,337.00
410013	Harrisburg.....	do.....	.76	7,328.17	1,786.00
410014	Pittsburg.....	S. G. Profit.....	10.79	56,499.04	9,777.00
410015	Reading.....	J. P. Stewart and W. H. Smith.....	.61	7,866.56	670.00
410016	Scranton.....	J. A. Craft.....	2.49	9,735.44	1,180.00
410017	Wilkesbarre.....	J. C. Johnson.....	2.61	12,538.24	1,289.99
410018	Beaver Falls.....	F. S. Smith.....	1.07	4,611.36	518.00
410021	Easton.....	C. C. Pike.....	1.92	8,789.64	1,200.00
210002	Philadelphia.....	The Pneumatic Transit Co.....	.94	32,972.36	6,400.00
			44.38	247,346.21	45,824.99
DELAWARE.					
412011	Wilmington.....	W. H. McGuire.....	5.02	14,158.56	1,097.50
MARYLAND.					
418001	Baltimore.....	S. G. Profit.....	26.00	104,082.34	14,997.00
418002	Washington, D. C.....	do.....	19.44	72,068.68	16,170.00
			45.44	176,151.02	31,167.00
VIRGINIA.					
414011	Alexandria.....	J. A. Craft.....	2.60	5,678.40	874.00
414012	Danville.....	S. G. Profit.....	8.30	5,228.08	677.00
414013	Fredericksburg.....	J. C. Johnson.....	1.47	2,691.52	458.99
414014	Lynchburg.....	J. A. Craft.....	.30	2,246.40	468.00
414015	Norfolk.....	do.....	9.41	8,251.36	2,467.00
414016	Richmond.....	J. P. Stewart and W. H. Smith.....	9.90	19,056.47	2,780.00
			26.98	43,151.23	7,754.99
WEST VIRGINIA.					
416011	Charleston.....	S. G. Profit.....	2.49	5,119.92	777.00
416012	Martinsburg.....	J. C. Johnson.....	1.40	5,324.80	579.99
			3.89	10,444.72	1,356.99
NORTH CAROLINA.					
418001	Asheville.....	C. A. Potter.....	1.25	7,670.00	617.00
418002	Charlotte.....	do.....	2.62	6,249.36	889.00
418003	Greensboro.....	Roddy Fields.....	1.06	3,831.88	500.00
418004	Raleigh.....	C. A. Potter.....	.28	1,810.40	527.00
418006	Wilmington.....	John Picket Council, jr.....	2.11	2,856.36	715.00
			7.32	21,918.00	3,248.00
SOUTH CAROLINA.					
420001	Charleston.....	C. A. Potter.....	4.75	9,867.00	1,690.00
420002	Columbia.....	do.....	8.91	11,246.04	1,380.00
420003	Greenville.....	do.....	2.17	6,576.96	527.00
420004	Spartanburg.....	John H. Pollard.....	.71	2,740.92	428.00
			11.54	30,430.92	4,025.00
GEORGIA.					
421001	Americus.....	C. A. Potter.....	.88	2,387.84	520.00
421002	Atlanta.....	do.....	2.34	8,679.84	1,927.89
421003	Augusta.....	do.....	.18	2,059.20	540.00
421004	Macon.....	W. M. Weighel.....	3.10	5,730.92	1,280.00
421006	Rome.....	C. A. Potter.....	2.61	5,840.64	698.00
421006	Savannah.....	S. G. Profit.....	3.93	10,097.36	1,400.00
			13.04	34,795.80	6,375.89

¹ Not under formal contract.

E.—Regulation, screen, or other wagon service in operation June 30, 1901—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
FLORIDA.					
423001	Jacksonville.....	S. G. Proffit	<i>Miles.</i> 1.46	<i>Miles.</i> 10,564.24	<i>Dollars.</i> 1,618.00
423002	Tampa	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	.60	1,776.32	974.00
			2.06	12,340.56	2,592.00
ALABAMA.					
424001	Mobile.....	C. A. Potter .....	.58	2,224.04	860.00
424002	Montgomery	do .....	.59	5,123.56	599.00
424003	Seima	do	1.56	3,336.32	550.00
			2.73	10,683.92	1,999.00
MISSISSIPPI.					
426001	Jackson	C. A. Potter .....	.53	3,610.36	490.00
426002	Meridian	do .....	.23	1,426.88	489.00
426003	Vicksburg	do	2.85	2,596.88	890.00
			3.66	7,634.12	1,869.00
TENNESSEE.					
427001	Chattanooga	W. M. Weighel	1.77	7,890.48	1,470.00
427002	Knoxville	C. A. Potter	3.30	8,351.20	1,030.00
427003	Memphis	J. E. Mason	19.78	39,862.16	5,439.00
427004	Nashville	C. A. Potter	1.18	8,145.28	1,600.00
			26.03	60,249.12	9,569.00
KENTUCKY.					
429001	Lexington.....	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	1.71	10,773.36	1,330.00
429002	Louisville	J. E. Mason	7.23	38,213.24	6,543.00
429003	Paducah	James Marable	1.35	3,852.16	800.00
			10.29	52,838.76	8,673.00
OHIO.					
431001	Akron	J. A. Craft	5.31	14,200.84	1,212.00
431002	Canton	Henry D. Ziegler	1.84	7,984.68	1,200.00
431003	Cincinnati	S. G. Proffit	7.06	84,587.24	14,400.00
431004	Cleveland	E. A. Chilton	5.57	27,162.62	5,600.00
431005	Columbus	J. A. Craft	3.36	24,459.24	1,837.00
431006	Dayton	C. R. Houchins .....	.46	5,695.36	1,110.00
431007	Hamilton	Horace M. Kinnear	1.80	7,040.80	824.00
431008	Lima	E. A. Chilton	5.54	7,842.32	1,120.00
431009	Mansfield	W. M. Weighel	1.68	18,341.93	1,370.00
431010	Massillon	E. B. Baylies	2.10	5,351.30	774.00
431011	Sandusky	C. R. Houchins	7.20	10,834.20	1,415.00
431012	Springfield	E. A. Chilton	4.37	4,497.44	1,372.00
431013	Toledo	Michael J. Clark	6.56	37,976.58	4,000.00
431014	Zanesville	S. G. Proffit .....	.77	5,753.90	868.00
431015	Youngstown	E. A. Chilton	2.52	7,414.90	1,480.00
431016	Chillicothe	W. M. Turpin	2.01	10,027.18	1,100.00
			57.62	277,070.53	39,682.00
INDIANA.					
433001	Anderson	George E. Braxton	1.47	4,596.80	583.00
433002	Evansville	J. A. Craft	6.43	14,764.88	1,593.00
433003	Fort Wayne	W. M. Weighel	3.36	10,081.76	1,330.00
433004	Indianapolis	S. G. Proffit .....	.76	12,320.88	1,547.00
433005	Lafayette	E. A. Chilton	2.71	6,263.27	1,018.00
433006	Logansport	John A. Hume	3.20	7,815.40	1,096.00
433007	South Bend	W. M. Weighel	12.37	11,942.32	1,460.00
433008	Terre Haute	Nathaniel F. Davis	1.72	11,411.92	840.00
433009	Marion	Sanford L. Rariden	2.40	6,804.85	1,296.00
			34.42	86,002.08	10,762.00
ILLINOIS.					
435001	Bloomington	E. A. Chilton	5.82	18,307.68	1,882.00
435002	Calro	C. R. Houchins	2.13	7,668.96	1,039.00
435003	Chicago	S. G. Proffit	23.96	328,888.64	46,000.00

E.—Regulation, screen, or other wagon service in operation June 30, 1901—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
ILLINOIS—continued.					
435004	Chicago	H. Wadsworth	<i>Miles.</i> 104.18	<i>Miles.</i> 142,830.40	<i>Dollars.</i> 19,800.00
435006	Danville	Idaho, Nevada and California Stage Co.	8.75	7,254.00	966.00
435006	Decatur	E. A. Chilton	.72	6,215.04	787.00
435007	East St. Louis and National Stock Yards	W. M. Brevard	2.26	6,683.12	766.00
435008	Elgin	Ira Aldrich	1.63	4,416.88	918.00
435009	Freeport	W. M. Brevard	.98	4,848.48	888.00
435010	Peoria	Idaho, Nevada and California Stage Co.	1.86	15,840.24	1,260.00
435011	Quincy	S. G. Profit	1.59	8,081.32	970.00
435012	Rockford	C. R. Houchins	1.65	3,356.08	979.00
435013	Rock Island	Idaho, Nevada and California Stage Co.	7.20	17,283.64	1,580.00
435014	Springfield	C. R. Houchins	1.58	6,812.00	1,089.00
435015	Chicago	Harry G. Seger	.66	6,452.16	1,000.00
435016	do	do	.66	6,452.16	1,100.00
435017	do	Geo. G. Travis	1.47	3,669.12	1,588.00
435018	do	Harry G. Seger	5.15	10,877.12	1,200.00
435019	do	do	.88	2,964.00	975.00
435020	do	do	.47	2,643.68	360.00
435021	do	do	.44	5,720.00	890.00
435022	do	do	1.13	8,108.88	896.00
435023	do	James Tenney	.05	774.80	822.00
435024	do	Harry G. Seger	.05	890.00	478.00
435025	do	do	.05	340.60	547.00
435026	do	do	.91	5,583.76	965.00
			170.67	681,612.76	88,194.00
MICHIGAN.					
437001	Detroit	C. R. Houchins	4.93	29,938.28	3,835.00
437002	do	Charles I. Johnson	8.60	31,920.72	1,790.00
437004	Jackson	Wm. B. Drake	3.49	10,261.68	1,148.00
437005	Kalamazoo	C. R. Houchins	2.69	7,992.40	927.00
437006	Lansing	W. M. Brevard	3.74	16,489.20	1,231.00
437007	Saginaw and Saginaw, West Side	J. A. Craft	9.43	28,164.12	2,121.00
437008	Owosso	Lester C. Barnes ¹	1.40	9,172.80	494.00
437009	Battlecreek	E. M. McConnell ¹	.74	2,629.12	850.00
			35.02	136,563.32	12,896.00
WISCONSIN.					
439001	Green Bay	W. M. Brevard	3.54	9,760.32	1,331.00
439002	La Crosse	do	.88	3,094.00	747.00
439003	Madison	J. E. Mason	5.18	11,105.12	1,221.00
439004	Milwaukee	S. G. Profit	3.67	18,666.96	8,230.00
439006	do	C. R. Houchins	9.10	22,908.60	1,717.00
439006	Racine	E. A. Chilton	1.51	8,261.24	1,020.00
			23.88	73,796.24	9,266.00
MINNESOTA.					
441001	Minneapolis	C. R. Houchins	4.58	15,631.72	3,480.00
441002	St. Cloud	W. M. Brevard	2.02	7,906.56	660.00
441008	St. Paul	Herman W. Reichow and Henry G. Reichow	4.28	23,519.68	3,200.00
441004	Winona	C. R. Houchins	2.75	5,286.68	1,212.00
441006	Minneapolis	A. W. Harwood	1.14	5,928.00	600.00
441007	St. Paul	Reichow Bros ¹	1.64	1,023.36	480.00
			16.41	59,593.96	9,632.00
IOWA.					
443001	Burlington	W. M. Weighel	1.08	4,177.68	930.00
443002	Cedar Rapids	Idaho, Nevada and California Stage Co.	1.37	3,747.64	1,032.00
443003	Council Bluffs	W. M. Brevard	4.86	15,516.52	1,919.00
443004	Des Moines	do	4.20	8,617.28	1,441.00
443005	Dubuque	do	2.58	10,618.92	1,441.00
443006	Keokuk	C. R. Houchins	.61	5,188.64	888.00
443007	Oskaloosa	W. M. Brevard	1.49	4,141.28	640.00
443008	Ottumwa	Idaho, Nevada and California Stage Co.	4.53	9,481.16	1,099.00
			20.82	61,439.12	9,890.00

¹ Not under formal contract.

E.—Regulation, screen, or other wagon service in operation June 30, 1901—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
MISSOURI.					
			<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
445002	St. Joseph	J. A. Craft	1.55	13,844.40	1,287.00
445004	St. Louis	H. Wadsworth	31.85	105,950.02	20,890.00
445006	Springfield	W. M. Brevard	4.97	9,245.06	919.00
445007	Kansas City	Leander P. Slavins ¹	2.05	2,746.41	1,210.00
445008	.....do.....	.....do ¹.....	.26	4,985.84	1,600.00
245001	St. Louis	W. H. Kennedy ²	2.17	7,365.58	1,384.00
245002	.....do.....	.....do ²	11.73	8,458.82	1,100.00
			54.58	152,545.60	28,390.00
ARKANSAS.					
447001	Little Rock	J. P. Stewart and W. H. Smith	1.50	6,683.00	923.00
447002	Texarkana	E. A. Chilton	1.90	4,884.96	772.00
			3.40	11,517.96	1,695.00
LOUISIANA.					
449001	New Orleans	A. T. Whiting	56.59	84,211.86	9,630.00
TEXAS.					
450001	Dallas	Albert P. Cross	7.24	19,747.55	1,600.00
450002	Fort Worth	E. A. Chilton	5.60	10,407.76	1,042.00
450003	Houston	James M. Boreing	3.94	12,758.72	1,643.00
450004	San Antonio	J. A. Craft	7.26	11,237.14	1,138.00
450005	Sherman	Alfred Parker	5.23	13,368.16	490.00
450006	Temple	C. R. Houchins	1.74	7,600.32	618.00
			31.01	75,119.65	6,476.00
KANSAS.					
455001	Emporia	David A. Stafford	1.09	3,713.32	500.00
455002	Fort Scott	J. A. Craft	2.83	4,300.40	843.00
455004	Lawrence .....	.....do.....	.90	4,648.50	693.00
455005	Leavenworth	J. C. Johnson	2.24	7,902.88	1,064.90
455006	Paola	J. A. Craft	2.90	6,436.56	664.00
455007	Topeka	C. R. Houchins	2.66	7,902.17	1,128.00
455008	Wellington	E. A. Chilton .....	.80	2,629.12	498.00
455009	Wichita	J. S. Jackson	3.07	8,917.53	897.50
455010	Winfield	E. A. Chilton	1.88	4,622.80	574.00
455011	Topeka	George O. King	5.17	8,477.04	1,000.00
455012	Ottawa	H. S. Enslow ¹	1.09	1,155.44	300.00
455013	Kansas City	Alfred A. Foster ¹ .....	.02	185.66	855.00
455014	.....do.....	Lester J. Davis ¹ .....	.04	371.32	380.00
455015	.....do.....	Lou Klassen ¹ .....	.75	6,024.00	1,095.00
			25.44	67,286.74	9,972.40
NEBRASKA.					
457001	Beatrice	E. A. Chilton	1.17	2,213.12	574.00
457002	Lincoln .....	.....do.....	4.05	5,870.80	964.00
457003	Norfolk	C. R. Houchins	1.95	3,718.00	528.00
457004	Omaha	P. F. Stillings	6.27	29,568.24	2,650.00
			13.44	41,370.16	4,716.00
SOUTH DAKOTA.					
459001	Sioux Falls	J. P. Stewart and W. H. Smith	2.71	3,582.06	612.00
NORTH DAKOTA.					
461001	Grand Forks	J. P. Stewart and W. H. Smith	1.07	2,642.64	612.00
MONTANA.					
463001	Helena	E. A. Chilton	2.00	5,564.00	1,360.00
COLORADO.					
465001	Colorado Springs	Albert P. Cross	3.11	7,495.61	890.00
465002	Leadville	Alfred Parker	1.30	2,918.46	786.00
465003	Pueblo	C. R. Houchins .....	.62	4,544.26	868.00
			4.93	14,958.33	2,544.00

¹ Not under formal contract.² Collection and distribution wagon service not under formal contract.

E.—Regulation, screen, or other wagon service in operation June 30, 1901—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	UTAH.				
469001	Salt Lake City	C. R. Houchins	<i>Miles.</i> 1.65	<i>Miles.</i> 7,645.27	<i>Dollars.</i> 1,111.00
	WASHINGTON.				
471001	Seattle	Alfred Parker	7.79	7,750.48	1,790.00
	OREGON.				
473001	Portland	Charles P. Church	18.13	26,655.58	3,585.78
	CALIFORNIA.				
476002	Oakland	E. A. Chilton	5.73	85,877.76	2,828.00
476008	Sacramento	J. P. Stewart and W. H. Smith.	1.23	9,834.24	1,067.00
476004	San Bernardino	Alfred Parker .....	.91	7,097.48	444.00
476005	San Francisco	E. A. Clinton	3.71	18,084.72	4,740.00
476006	San Jose	Alfred Parker	1.60	6,962.80	555.00
476007	Stockton	do .....	.75	5,304.00	499.00
476008	Los Angeles	P. H. Idol	6.16	22,822.24	2,478.00
476009	do	A. W. Sanborn	2.65	4,820.40	277.00
			22.74	110,803.64	12,883.00

F.—Electric and cable car mail service in operation, June 30, 1901.

[Motive power electricity unless otherwise noted.]

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
MAINE.								
301001	Springvale, Cape Porpoise.	Sanford and Cape Porpoise Rwy. Co.	<i>Miles.</i> 23.08	32,898.46	<i>Ft. in.</i>	Closed pouch	<i>Cents.</i> 3.00	\$994.25
301002	Vacant.					do.		250.00
301003	Skowhegan, Norridgewock.	Skowhegan and Norridgewock Electric R. R. and Power Co.	6.18	5,587.05		do.		290.85
301004	Portland, Cash Corner.	Portland and Cape Elizabeth Rwy. Co.	4.63	8,695.14		do.	3.00	256.86
301005	Portland, Willard.	do.	4.32	3,562.24		do.	3.00	862.64
301006	Camden, Me. Cent. R. R. at Rockland.	Rockland, Thomaston and Camden Street Rwy.	8.46	21,463.80	6 0	Apartment	3.75	
301007	Grand Trunk Ry. Co. of Canada, at South Paris, Norway.	Norway and Paris Street Rwy.	1.51	4,726.30		Closed pouch		200.00
301008	Vacant.							
301009	Fairfield, Benton Falls.	Benton and Fairfield Rwy. Co.	2.58	4,022.96		do.		200.00
301010	Bangor, Hampden Corners.	Bangor, Hampden and Winterport Rwy.	6.21	12,280.50		do.	3.00	368.41
NEW HAMPSHIRE.								
			56.92	98,086.45				3,322.01
302001	Portsmouth, York Beach (Me.).	Portsmouth, Kittery and York Street Rwy.	16.00	28,427.00	8 0	Apartment	6.00	1,585.62
302002	Chester, Derry Depot.	Chester and Derry R. R. Association.	1,647.00	1,647.00		Closed pouch	3.00	49.41
302003	Hampton, Hampton Beach.	Exeter Street Rwy. Co.	7.63	17,033.46		do.	3.00	511.00
302004	Boston and Maine R. R. at Exeter, Amesbury.	Exeter, Hampton and Amesbury St. Rwy. Co.	3.26	1,540.50		do.	3.00	150.00
302005	Marlboro, Keene.	Keene Electric Rwy. Co.	17.26	32,164.00	8 0	Apartment	5.00	1,608.20
302006	Portsmouth, Northampton Depot (n.o.).	Boston and Maine R. R.	4.59	5,746.68		Closed pouch	3.00	172.40
			12.88	15,614.00		do.	3.00	468.42
			61.05	100,172.64				4,545.05
VERMONT.								
303001	Brattleboro, West Brattleboro Station.	Brattleboro Street R. R. Co.	2.50	6,520.00		Closed pouch	(¹)	200.00
303002	Springfield, Boston and Maine R. R. at Charlestown, (N. H.).	Springfield Electric Rwy. Co.	6.51	25,128.60		do.	3.00	753.85
303003	Stowe, Central Vermont R. R. at Waterbury.	Mount Mansfield Electric R. R. Co.	11.08	21,960.56		do.	3.00	638.90
303004	Bellows Falls, Saxtons River.	Bellows Falls and Saxtons River Street Rwy. Co.	6.77	15,048.26		do.	3.00	451.44
			26.86	68,657.42				2,064.09

MASSACHUSETTS.									
304001	Boston, Brookline Station.....	Boston Elevated Rwy. Co.....	8.86	38,292.90	15	7	Independent.....	11.68	4,472.60
304002	Boston, Roxbury Crossing Station.....	do.....	3.06	20,812.04	15	7	do.....	11.68	2,490.64
304003	Boston, North Chalmers Station.....	do.....	6.39	93,600.00	15	7	do.....	11.68	8,924.49
304004	Boston, Somerville Station.....	do.....	3.24	28,206.99	15	7	do.....	11.68	2,944.06
304005	Boston, New Dorchester Station.....	do.....	6.29	80,218.44	15	7	do.....	11.68	8,629.51
304006	Boston, Dorchester Station.....	do.....	6.70	19,683.89	15	7	do.....	11.68	2,288.41
304007	Boston, Boston (Night Circuit).....	do.....	6.63	17,638.60	15	7	do.....	11.68	2,082.14
304008	Bedford (n.o.), Williamsburg.....	do.....	5.16	12,457.40	15	7	do.....	6.76	1,488.64
304009	Conway, Fitchburg R.R. station (n.o.).....	Conway Electric Street Rwy. Co.....	2.00	12,457.40	15	7	do.....	3.00	373.72
304010	Andover, New York, New Haven and Hartford R.R. station.....	South Shore and Boston Street Rwy. Co.....	2.00	8,764.00	15	7	do.....	3.00	262.92
304011	Worcester, Mill Station, Boylston Center.....	Worcester Consolidated Street Rwy. Co.....	15.21	38,353.37	15	7	do.....	3.00	1,000.59
304012	Worcester, North Main Street.....	South Shore and Boston Street Rwy. Co.....	6.45	11,313.08	15	7	do.....	3.00	389.54
304013	Worcester, North Main Street.....	do.....	13.98	43,600.90	15	7	do.....	(1)	800.00
304014	New Bedford, Fall River.....	Dartmouth and Westport Street Rwy. Co.....	4.49	14,086.65	15	7	do.....	3.00	422.60
304015	Greenfield, Turners Falls.....	Greenfield and Turners Falls Street Rwy. Co.....	6.58	10,179.26	15	7	do.....	3.00	305.37
304016	Shelburne Falls, Colerain.....	Shelburne Falls and Colerain Street Rwy. Co.....	10.78	13,367.20	15	7	do.....	3.00	401.01
304017	Bridgewater, Taunton.....	Brockton, Bridgewater and Brockton Street Rwy. Co.....	5.40	16,599.60	15	7	do.....	3.00	497.98
304018	Quincy, East Weymouth.....	Brockton Street Rwy. Co.....	5.00	9,390.00	15	7	do.....	3.00	281.70
304019	Hingham, Accord.....	South Shore and Boston Street Rwy. Co.....	4.25	7,981.50	15	7	do.....	3.00	260.00
304020	North Harver, New York, New Haven and Hartford R.R. Station.....	Brockton Street Rwy. Co.....	2.00	3,728.00	15	7	do.....	3.00	200.00
304021	South Natick, Natick.....	South Middlesex Street Rwy. Co.....	3.15	5,739.78	15	7	do.....	3.00	172.19
304022	Boston, mail stations.....	Boston Elevated Rwy. Co.....	16.02	31,393.08	15	7	do.....	(1)	600.00
304023	Worcester, Marlboro.....	Worcester Consolidated Street Rwy. Co.....	2.18	4,083.82	15	7	do.....	(1)	150.00
304024	Northampton, Bay State.....	Northampton Street Rwy. Co.....	17.56	19,710.64	15	7	do.....	(1)	496.82
304025	Haverhill, Cushing.....	Haverhill and Amesbury Street Rwy. Co.....	2.51	4,713.78	15	7	do.....	3.00	200.00
304026	North Amherst, Amherst.....	Amherst and Sunderland Street Rwy. Co.....	3.90	4,882.80	15	7	do.....	3.00	200.00
304027	Collinsville, Lowell.....	Lowell and Suburban Street Rwy. Co.....	3.86	8,569.20	15	7	do.....	3.00	287.07
304028	Hingham, Surfside.....	South Shore and Boston Street Rwy. Co.....	7.13	13,390.14	15	7	do.....	3.00	401.70
304029	Worcester, Leicester.....	Worcester Consolidated Street Rwy. Co.....	5.02	12,570.08	15	7	do.....	3.00	377.10
304030	Whitman, Brockton.....	Brockton Street Rwy. Co.....	3.79	7,117.62	15	7	do.....	3.00	250.00
304031	New Bedford, South Dartmouth.....	Union Street Rwy. Co.....	5.96	7,449.40	15	7	do.....	3.00	250.00
304032	Brockton, Stoughton.....	Brockton Street Rwy. Co.....	8.35	16,149.70	15	7	do.....	3.00	496.49
304033	North Attleboro, Pawtucket (R.I.).....	Interstate Consolidated Street Rwy. Co.....	4.75	5,947.00	15	7	do.....	3.00	250.00
304034	Bridgewater, North Middleboro.....	North Street Rwy. Co.....	13.45	25,259.10	15	7	do.....	3.00	757.77
304035	Newburyport, Haverhill.....	Lowell, Lawrence and Haverhill Street Rwy. Co.....	4.43	4,158.77	15	7	do.....	3.00	200.00
304036	Palmer, Monson.....	Palmer and Monson Street Rwy. Co.....	9.39	8,578.14	15	7	do.....	3.00	250.00
304037	Taunton, Rehoboth.....	Providence and Taunton Street Rwy. Co.....	5.52	8,638.80	15	7	do.....	3.00	259.16
304038	New York, New Haven and Hartford R.R., North Oxford.....	Worcester and Webster Street Rwy. Co.....	2.71	5,089.38	15	7	do.....	3.00	250.00
304039	Cochituate, Natick.....	Natick and Cochituate Street Rwy. Co.....	3.72	6,966.16	15	7	do.....	3.00	250.00
304040	Saxtonville, South Framingham.....	Framingham Union Street Rwy. Co.....			15	7	do.....		

1 Agreement

F—Electric and cable car mail service in operation, June 30, 1901—Continued

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
MASSACHUSETTS—continued.								
304042	Lawrence, Methuen Station	Lowell, Lawrence and Haverhill Street Rwy. Co.	2.40	7,761.60	<i>Fr. tn.</i>	Closed pouch.....	<i>Cents.</i>	\$250.00
304043	Gardner, Templeton	Templeton Street Rwy. Co.	4.87	8,206.86	.....	do.....	.....	250.00
304044	Hatfield, Northampton	Northampton and Amherst Street Rwy. Co.	5.12	12,520.48	.....	do.....	(1)	225.00
304045	Southbridge, Fiskedale	Southbridge and Sturbridge Street Rwy. Co.	6.77	11,390.68	.....	do.....	.....	341.41
304046	East Whitman, Bryanville	Brockton and Plymouth Street Rwy. Co.	7.08	8,964.16	.....	do.....	8.00	265.92
304047	Canton, Ponkapog	Blue Hill Street Rwy. Co.	3.85	4,194.20	.....	do.....	.....	200.00
			275.49	648,272.91				35,871.73
RHODE ISLAND.								
305001	Westerly, Watch Hill	Pawcatuck Valley St. Rwy. Co.	5.80	5,544.80	.....	Closed pouch.....	.....	250.00
305002	Vacant.	Woonsocket Street Rwy. Co.	4.17	7,831.26	.....	do.....	.....	250.00
305003	Woonsocket, Slatersville	Newport and Fall River Street Rwy. Co.	10.99	13,980.50	.....	do.....	3.00	417.91
305004	Tiverton, Mile Corner (n. o.)	Newport Street Rwy. Co.	1.70	2,186.20	.....	do.....	.....	175.00
305005	Mile Corner (n. o.), Newport.	Rhode Island Suburban Rwy. Co.	13.51	19,400.36	.....	do.....	3.00	562.01
305006	S. Y., N. H. and H. R. R. at Providence, Buttonwoods.		36.17	48,968.12				1,674.92
CONNECTICUT.								
306001	Hartford, South Glastonbury	Hartford Street Rwy. Co.	9.74	18,291.72	.....	Closed pouch.....	3.00	548.75
306002	Vacant.	do.	3.73	7,950.48	.....	do.....	.....	250.00
306003	Hartford, West Hartford	Norwich Street Rwy. Co.	8.68	15,775.20	.....	do.....	3.00	473.25
306004	Norwich, Baltic	Hartford, Manchester and Rockville Tramway Co.	10.82	27,285.36	.....	do.....	3.00	803.72
306005	Hartford, Manchester	Hartford Street Rwy. Co.	5.13	12,630.06	.....	do.....	3.00	378.90
306006	Windsor, Rainbow	Fairhaven and Westville R. R. Co.	11.54	21,510.56	.....	do.....	3.00	645.30
306007	East Haven, Hamden	do.	6.55	18,018.56	.....	do.....	3.00	390.55
306008	New Haven, Montwese	do.	2.25	2,817.00	.....	do.....	.....	175.00
306009	New Haven, Highwood	do.	2.50	8,015.00	.....	do.....	.....	250.00
306010	New Haven, Westville Station.	do.	1.00	4,098.00	.....	do.....	.....	200.00
306011	Hartford, Station A	Hartford Street Rwy. Co.	1.94	7,887.52	.....	do.....	.....	250.00
306012	Westport, New York, New Haven, and Hartford R. R.	Connecticut Rwy. and Lighting Co.	8.61	23,577.62	.....	do.....	3.00	707.82
306013	New Haven, Woodmont	Winchester Avenue R. R. Co.	6.65	11,789.60	.....	do.....	.....	803.68
306014	Meriden, Station A, Yalesville	Meriden Electric R. R. Co.						

F.—Electric and cable car mail service in operation, June 30, 1901—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
			<i>Miles.</i>		<i>Ft. in.</i>		<i>Cents.</i>	
307030	NEW YORK—continued.	Fort Edward Station (n. o.), Glens Falls	6.74	5,270.68		Closed pouch		\$250.00
307031		Syracuse, mail stations	6.46	7,997.48		do		250.00
307032		Ithaca, Lehigh Valley R. R. Station	1.75	8,884.25		do		250.00
307033		Halesite, Long Island R. R.	2.88	6,704.46		do		250.00
307034		Syracuse, Manlius	10.38	19,468.64		do	(¹)	400.00
307035		Ballston Spa, Middlegrove	11.35	7,105.10		do		250.00
307036		Syracuse, Solway	4.41	8,281.98		do	(¹)	125.00
307037		Lima, New York Central and Hudson River R. R. at	4.61	5,771.72		do	(¹)	150.00
307038		Honesoy Falls	4.01	5,020.52		do	(¹)	150.00
307039		Peekskill	8.10	11,805.56		do	3.00	339.16
307040		Greenwich, Schuylerville	14.22	17,833.44		do	(¹)	328.55
307041		Webster, Rochester	1.23	2,309.94		do		175.00
307042		Oneonta, Station A	2.85	28,490.35		do	3.00	702.91
307043		Kingston, Rhinecliff Ferry	35.70	68,922.60		do	3.00	2,067.67
307044		Albany, Hudson	7.81	14,667.18		do	3.00	440.01
307045		Richmond, St. Georges Ferry transfer room	18.75	31,375.12		do	3.00	941.25
307046		Oleost, Pendleton Center	349.64	876,082.98		do		43,408.00
309001	NEW JERSEY.	Paterson, Singac	5.77	10,836.06		Closed pouch	3.00	325.08
309002		Bridgeton, Millville	10.81	22,942.90		do	(¹)	592.97
309003		Atlantic City, Longport	7.00	8,946.00		do	3.00	288.35
309004		Newark, mail stations, post offices	7.82	16,967.06		do	3.00	508.71
309005		Woodbury, Almonesson	8.25	4,043.96		do		200.00
309006		Bridgeton, Cedarville	7.51	14,103.78		do	(¹)	400.00
309007		South Orange, Vailsburg	2.00	3,756.00		do		200.00
309008		Montclair, Caldwell	8.53	6,623.34		do		250.00
309009		Trenton, White Horse Station	10.60	18,767.48		do	3.00	563.02
309010		Jersey City, Guttenburg	7.88	24,472.45		do	3.00	734.17
309011		Jersey City, Bayonne	9.18	29,384.64		do	3.00	881.58
309012		East Burlington Station (n. o.), Mount Holly	7.20	15,775.20		do	3.00	473.25
			82.48	176,614.87				6,397.11

PENNSYLVANIA.									
310001	Wilmerding, Duquesne.....	McKeesport, Wilmerding and Duquesne Rwy. Co.	10.57	38,643.60	Closed pouch...	(*)	733.30		
310002	Beaver Falls, Beaver.....	Beaver Valley Traction Co.....	5.12	35,012.18	.....do.....	3.00	1,050.36	
310003	Boyleville (n. o.), Freedom.....	Peoples Electric Street Rwy. Co.....	3.51	19,440.43	.....do.....	3.00	583.21	
310004	Vacant.....								
310005	Pittsburg, Mount Oliver.....	Pittsburg and Birmingham Traction Co.....	4.27	16,326.38	.....do.....	3.00	489.79	
310006	Vacant.....								
310007	Pennsylvania R. R. at Columbia, Marietta.....	Consotoga Traction Co.....	5.60	8,764.00	.....do.....	3.00	262.92	
310008	Hazleton, Ebervale, Latimer Mines.....	Lehigh Traction Co.....	7.69	19,750.30	.....do.....	(1)	386.00	
310009	Vacant.....								
310010	Philadelphia, Station G (German town).....	Peoples Passenger Rwy. Co.....	6.68	78,970.96	Independent.....	11.25	8,894.23		
310011	Pottsville, Minersville, Glen Carbon.....	Pottsville Union Traction Co.....	18.91	23,672.67	Closed pouch...	3.00	719.16		
310012	Pottsville, Sunatoga.....	Pottstown Passenger Rwy. Co.....	3.10	8,881.20	.....do.....	3.00	200.00	
310013	Hazleton, McAdoo.....	Lehigh Traction Co.....	5.46	16,016.21	.....do.....	(1)	320.00	
310014	Vacant.....								
310015	Vacant.....								
310016	Scranton, Dunmore.....	Scranton Rwy. Co.....	2.75	6,885.00	.....do.....		250.00	
310017	Media, Chester.....	Chester Traction Co.....	6.34	11,906.82	.....do.....	3.00	357.19	
310018	Lockhaven, Millhall.....	Philadelphia and Chester Rwy. Co.....	1.67	2,080.32	.....do.....		175.00	
310019	Lockhaven, Millhall.....	Susquehanna Traction Co.....	3.85	4,820.20	.....do.....		200.00	
310020	Lancaster, Letitz.....	Consotoga Traction Co.....	10.22	25,591.88	.....do.....	(1)	600.00	
310021	Philadelphia (63d and Market streets), Westchester.....	Philadelphia and Westchester Traction Co.....	20.02	24,784.76	.....do.....	3.00	743.54	
310022	Vacant.....								
310023	Westchester, Wilmington and Northern R. R.....	West Chester Street Rwy. Co.....	4.17	5,220.84	.....do.....		250.00	
310024	Philadelphia, Station I (Manayunk).....	Union Traction Co. of Philadelphia.....	7.90	92,462.14	15 0 Independent.....	11.25	10,401.99		
310025	Philadelphia, 63d and Market streets.....	do.....	4.90	82,984.10	15 0 do.....	11.25	8,710.70		
310026	Philadelphia (32d and Market streets), Darby.....	do.....	4.98	27,708.72	15 0 do.....	11.25	8,117.22		
310027	Philadelphia, Philadelphia (south west street), Darby.....	do.....	3.83	24,010.27	15 0 do.....	11.25	2,701.14		
310028	Philadelphia, Station F (Frankford).....	do.....	6.74	79,037.91	15 0 do.....	11.25	6,891.75		
310029	Norristown, Wissahickon Station (n. o.).....	Roxboro, Chestnut Hill and Norristown Rwy. Co.	12.50	15,650.00	Closed pouch...	(1)	350.00		
310030	Vacant.....								
310031	Bristol, Doylestown.....	Newtown Electric Street Rwy. Co.....	27.43	33,958.34	8 0 Apartment.....	6.00	2,037.49		
310032	Harrisburg, West Fairview.....	Harrisburg and Mechanicsburg Electric Rwy. Co.....	3.25	1,173.75	Closed pouch...	3.00	35.20		
310033	Pennsylvania R. R. depot at Lancaster, Millersville.....	Consotoga Traction Co.....	4.76	11,785.76	.....do.....		250.00	
310034	Pittsburg, Pittsburg.....	Consolidated Traction Co.....	12.42	30,638.72	20 0 Independent.....	3.00	353.57		
310035	Norristown, Collegeville.....	Schuylkill Valley Traction Co.....	7.83	19,649.07	Closed pouch...	3.00	4,136.46		
310036	Progress, Paxtang.....	Harrisburg Traction Co.....	7.12	9,903.16	.....do.....	3.00	589.46	
310037	Vacant.....						294.09		
310038	Schuylkill Haven, Orwigsburg.....	Pottsville Union Traction Co.....	5.60	14,022.40	.....do.....	(1)	401.14	
310039	Easton, Bethlehem.....	Easton, Palmer and Bethlehem Street Rwy. Co.	11.62	14,548.24	.....do.....	3.00	250.00	
310040	Allegheny, Bellevue Station.....	United Traction Co.....	5.00	12,310.00	.....do.....	3.00	436.44	
310041	Richlandtown, Richhill.....	Quakertown Traction Co.....	6.10	7,637.20	.....do.....	3.00	369.30	
310042							250.00		

* Agreement and 3 cents.

1 Agreement.

318014	Washington, D. C., Fifteenth and E. Capital streets, Connecticut and Florida avenues.	Metropolitan E. Co.	4.88	81,222.24	16 0	.....do.....	6.00	1,872.88
318015	Washington, D. C., Union Station, Thirty-sixth and Prospect streets, Cabin John.	Washington and Great Falls Electric Rwy.	7.88	10,065.28	.....	Closed pouch...	3.00	820.55
318016	Station H., Anacostia, Capital Traction Co.	Anacostia and Potomac River R. R. Co.	1.18	2,888.76	.....	do	.....	176.00
3180 7	Frederick, Myer'sville	Frederick and Middleton Rwy. Co.	14.10	17,683.20	.....	do	.....	528.59
318018	Washington, Eleventh, G, NW., Brookland Station.	City and Suburban Rwy. of Washington.	3.91	1,228.88	.....	do	(1)	86.71
	VIRGINIA.		138.76	460,611.19				42,840.64
314001	Washington (D. C.), Mount Vernon	Washington, Alexandria and Mount Vernon Rwy. Co.	16.02	10,028.62	.....	Closed pouch...	3.00	800.85
314002	Vacant.				.....	do	.....	346.78
314003	Norfolk, Ocean View	Norfolk and Ocean View Rwy. Co.	8.50	11,628.00	.....	do	.....	260.00
314004	New York, Philadelphia, and Norfolk steamer, at Fortress Monroe, Newport News.	Newport News, Hampton and Old Point Rwy. Co.	10.00	6,780.00	.....	do	.....	260.00
314005	Schuyler, Rockh h Depot	Virginia Soapstone Co.	4.15	7,793.70	.....	do	.....	1,146.68
	WEST VIRGINIA.		88.67	86,128.22				748.18
316001	Martins Ferry (Ohio), Benwood.	Wheeling Traction Co.	7.49	24,880.84	.....	Closed pouch...	3.00	100.00
316002	Wheeling, Whitfield	Wheeling and Elm Grove R. R. Co.	4.01	2,610.26	.....	do	(1)	848.18
	NORTH CAROLINA.		11.50	27,450.10				(1)
318001	Pinehurst, Southern Pine Station (n. o.).	Pinehurst Electric Rwy	7.00	9,842.00	.....			250.00
	SOUTH CAROLINA.							896.68
320001	Mount Pleasant Landing (n. o.), Mountville	Charleston Consolidated Railway, Gas and Electric Co.	3.01	6,278.84	.....	Closed pouch...	.....	646.68
320002	Clifton, Spartanburg	Spartanburg Railway, Gas and Electric Co.	9.75	18,221.00	.....	do	3.00	200.00
	GEORGIA.		12.76	19,499.84				150.00
321001	Savannah, Isle of Hope	Savannah, Thunderbolt and Isle of Hope Rwy. Co.	7.87	4,926.62	.....	Closed pouch...	.....	764.64
	FLORIDA.							
323001	Tampa, Substation No. 2.	Tampa Electric Co.	1.95	1,220.70	.....	Closed pouch...	.....
	ALABAMA.							
324001	Birmingham, Eastlake	Birmingham Rwy. and Electric Co.	12.86	26,488.62	.....	Closed pouch...	3.00	

* Gratuitous service.

1 Agreement.

F.—Electric and cable car mail service in operation, June 30, 1901—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
TENNESSEE.								
327001	Vacant.	Memphis Street Rwy. Co.	Miles, 21.33	31,684.86	Pl. 4n.	Closed pouch.	Cents, 3.00	\$950.54
327002	Memphis, mail stations and post-offices.							
327003	Vacant.	Citizens' Rapid Transit Co.	6.07	7,866.72		do.		250.00
327004	Nashville, Station A.							
327005	Vacant.	Chattanooga Electric Co.	16.79	32,158.94		do.	3.00	964.78
327006	Chattanooga, mail stations and post-offices.	Nashville Street Rwy. Co.	2.40	4,846.60		do.		200.00
327007	Nashville, East Nashville Station.		46.59	76,55.12				2,865.80
KENTUCKY.								
329001	Covington, mail stations, railroad stations, and post-offices.	South, Covington and Cincinnati Street Rwy. Co.	18.10	55,242.67		Closed pouch.	3.00	1,657.28
329002	Vacant.							
329003	Vacant.							
329004	Vacant.							
329005	Louisville and mail stations.	Louisville Rwy. Co.	9.99	19,590.39		do.	3.00	587.71
OHIO.								
331001	Newark, Granville.	Newark and Granville Electric Rwy.	7.87	12,316.55		Closed pouch.	3.00	369.50
331002	Canton, Massillon.	Canton-Massillon Electric Rwy. Co.	8.00	10,016.00		do.	3.00	300.48
331003	Zoological Garden (n. o.), Carriage.	Millcreek Valley Street R. R. Co.	4.09	10,126.84		do.	()	222.75
331004	Sandusky, Norwalk.	Sandusky, Milan and Norwalk Electric Rwy. Co.	17.28	48,649.84		do.	()	1,000.00
331005	Cleveland, Euclid.	Cleveland Electric Rwy. Co.	10.63	41,845.77		do.	()	915.60
331006	Cleveland, Station F.	do.	6.25	27,606.87		do.	()	520.12
331007	Cleveland, Station A.	do.	1.87	10,817.47		do.	()	260.88
331008	Cleveland, Cleveland and Chagrin Falls Electric Railroad Co. (331028).	Cleveland City Rwy. Co.	4.50	20,099.06		do.	3.00	601.76
331009	Cleveland, Glenville.	do.	4.77	9,320.58		do.	3.00	279.61
331010	Cleveland, Lorain and Cleveland Railway (331029).	do.	6.97	13,438.26		do.	3.00	468.14
331011	Lyra, Troy.	Miami Valley Rwy. Co.	9.00	16,902.00		do.	()	400.00
331012	Lyra, Lorain.	Lorain Street Rwy. Co.	9.30	41,719.80		do.	()	716.61
331013	Clintonville, Linden Heights.	Columbus Rwy. Co.	13.51	20,777.69		do.	3.00	623.83
331014	Vacant.							
331015	Cincinnati, mail stations.	Cincinnati Traction Co.	50.99	{ 32,580.85 83,492.71	15 6	Independent. Closed pouch.	11.62 3.00	3,786.99 2,664.76

F.—Electric and cable car mail service in operation, June 30, 1901—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
	ILLINOIS.		Miles.		ft. in.		Cents.	
335001	Moline, Milan	Tri-City Rwy. Co.	8.72	7,624.68		Closed pouch		\$250.00
335002	Vacant.							
335003	Chicago (Junction Clark and Madison), Station E.	West Chicago Street R. R. Co. a.	5.29	36,984.78	20 0	Trailer	7.50	2,770.10
335004	Chicago (State and Randolph streets), Logan Square Station.	Chicago Union Traction Co.	6.96	49,957.28	20 0	Independent	13.50	6,744.23
335005	Chicago (Clark and Washington streets), Evanston.	do	13.51	82,876.59	20 0	do	13.50	11,188.33
335006	Chicago (Michigan avenue and Washington street), and Station N.	Chicago City Rwy. Co. a.	7.15	54,297.10	24 6	Trailer	8.34	4,628.37
335007	Urbana, Champaign	Urbana and Champaign Rwy., Gas and Electric Co.	2.35	9,071.00		Closed pouch	3.00	272.13
335008	Kankakee, Indiana, Illinois and Iowa R. R.	Kankakee Electric Rwy. Co.	.89	1,114.28		do		150.00
335009	Kankakee, Bourbonnais	North Kankakee Electric Light and Rwy. Co.	3.59	5,977.50		do		250.00
335010	Kankakee, Hospital	Kankakee Electric Rwy. Co.	1.70	3,869.40		do		176.00
335011	Upper Alton and North Alton	Alton Railway and Illuminating Co.	5.42	7,849.52		do		250.00
335012	Peoria, Peoria Heights Station	Peoria and Prospect Heights Rwy. Co.	4.06	4,969.44		do		200.00
335013	Belleville, East St. Louis	St. Louis, Belleville and Suburban Rwy. Co.	13.63	12,279.10		do	3.00	968.37
335014	Harvard, Fontana	Chicago, Harvard and Geneva Lake Rwy. Co.	10.63	14,265.46		do	3.00	427.96
335015	Chicago, Englewood Station	Chicago City Rwy. Co.	8.38	67,866.68	24 0	Independent	13.50	9,097.19
335016	Peoria (Main and Jefferson streets), Terminal Station.	Peoria and Pekin Terminal Rwy.	6.19	8,122.35		Closed pouch		250.00
	MICHIGAN.							
337001	Flier City, East Lake	Manistee, Flier City and Eastlake Rwy. Co.	8.99	11,255.48		Closed pouch	3.00	337.66
337002	Vacant.							
337003	South Bay City Station (Bay City), Essexville.	Bay Cities Consolidated Rwy. Co.	6.00	7,512.00		do		250.00
337004	Detroit, Marine City	Rapid Rwy. Co.	71.24	92,515.28		do	3.00	2,775.45
337005	Detroit, Farmington	Detroit and Northwestern Rwy.	19.66	24,896.76		do	3.00	746.69
337006	Detroit, Clairview	Detroit, Lake St. Clair Rwy.	13.05	24,476.80		do	3.00	784.26
337007	Grand Rapids, mail stations, railroad stations, and post-offices.	Grand Rapids Rwy. Co.	13.56	23,482.36	14	Independent	10.50	2,465.64
337008	Troy, Royal Oak	Detroit, Rochester, Romeo and Lake Orion Rwy.	8.51	37,101.57		Closed pouch	3.00	1,113.04
337009	Battle Creek, Kalamazoo	Michigan Traction Co.	24.36	10,654.52		do	3.00	319.63
337010	Oxford, Orionville	Detroit, Lake Orion and Flint Rwy. Co.	10.10	12,645.20		do	3.00	176.00
						do		879.35
			180.69	247,065.41				9,296.72

F.—Electric and cable car mail service in operation, June 30, 1901—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
NEBRASKA.								
357001	Lincoln, University Place	Lincoln Traction Co.	Miles. 4.72	9,355.04	Fr. tn.	Closed pouch.	Cred. 3.00	\$280.65
357002	Vacant.							
357003	Lincoln, Normal and College View	do.	10.62	14,896.16		do.	3.00	431.88
357004	Vacant.							
357005	Omaha, Station C, South Omaha, and railroad stations	Omaha Street Rwy. Co.	5.82	40,900.70		do.	3.00	1,227.02
			20.56	64,661.90				1,989.55
COLORADO.								
355001	Denver, mail stations and post-offices	Denver City Tramway Co.	84.19	59,506.82		Closed pouch.	3.00	1,787.90
355002	Denver, Barnum	Denver, Lakewood and Golden R. Co.	5.19	6,949.09		do.		260.00
			39.38	66,545.91				2,037.90
UTAH.								
359001	Salt Lake City, stations and post-offices	Salt Lake Rapid Transit Co.	16.91	19,452.68		Closed pouch.	3.00	583.53
WASHINGTON.								
371001	Tacoma, Steilacoom City	Tacoma Rwy. and Power Co.	12.27	15,962.04		Closed pouch.	3.00	469.98
371002	Olympia, Tumwater	Olympia Light and Power Co.	2.58	1,802.88		do.		150.00
371003	Tacoma, Midland	Tacoma Rwy. and Power Co.	9.68	6,028.88		do.		260.00
371004	New Whatcom, Fairhaven	Northern Rwy. and Improvement Co.	2.62	3,280.24		do.		175.00
371005	Seattle, mail stations and post-offices	Seattle Electric Co.	23.63	29,974.22		do.	3.00	899.22
371006	Tacoma (South Tacoma station), Homer Junction (n. o.)	Tacoma Rwy. and Power Co.	1.70	2,128.40		do.		175.00
371007	Seattle, Renton	Seattle and Rainier Beach Rwy. Co.	12.49	13,437.10		do.	(1)	335.81
371008	Vacant.							
371009	Vacant.							
371010	Vacant.							
371011	Everett, Lowell	Everett Rwy. and Electric Co.	2.64	5,232.48		do.	3.00	156.97
371012	Tacoma, Home Addition Station	Tacoma Rwy. and Power Co.	5.81	7,773.78		do.		200.00
			73.67	85,019.62				2,802.86
OREGON.								
373001	Portland, north bank of Columbia River at Vancouver, Wash.	Portland Rwy. Co.	8.86	17,560.52		Closed pouch.	3.00	526.82

373002	Portland, Oregon City	Portland City and Oregon Rwy. Co.	14.26	26,082.98	.....	.....	.....	3.00	791.88
373003	Portland, St. John	City and Suburban Rwy. Co.	9.84	12,444.88	.....	.....	.....	3.00	373.94
373004	Portland, Station C	do	9.46	15,164.82	.....	.....	.....	3.00	454.91
CALIFORNIA.									
376001	Dimond, Southern Pacific Co. at Fruitvale Station	Oakland Transit Co.	2.83	3,159.48	.....	.....	.....	.....	175.00
376002	Oakland, Southern Pacific Depot	Oakland, San Leandro and Hayward Electric Rwy. Consolidated.	16.99	33,674.18	.....	.....	.....	3.00	1,010.22
376003	San Francisco (Station D), Stanyan street	Market Street Rwy. Co. a	5.27	{ 21,544.90	18 5	Independent .....	.....	12.90	2,779.27
376004	San Francisco (Station D), Sixth avenue and Fulton street	do. a	4.86	{ 8,982.54	.....	Closed pouch .....	.....	3.00	269.47
376005	San Francisco (Station D), Twenty-second street switch	do	3.35	{ 21,902.40	16 10	Independent .....	.....	11.87	2,599.82
376006	Vacant	do	3.35	{ 1,889.22	.....	Closed pouch .....	.....	3.00	56.66
376007	Los Angeles, Altadena	(Los Angeles and Pasadena Electric Rwy. Co.	16.51	{ 29,980.95	10	Independent .....	.....	11.87	2,242.71
376008	Los Angeles, stations and railway stations	do	15.45	{ 14,678.50	.....	Apartment .....	.....	7.50	2,244.81
376009	San Antonio, Ontario	Los Angeles Rwy. Co.	6.16	{ 44,599.76	.....	Closed pouch .....	.....	3.00	440.85
376010	Los Angeles, Oceanpark	Ontario Electric Co.	20.43	{ 7,151.04	.....	do .....	.....	3.00	1,837.99
376011	Altadena (Mariposa street and Lake avenue), Echo Mountain	Los Angeles-Pacific R. R. Co.	2.54	{ 27,703.06	10	do .....	.....	7.50	250.00
376012	Vacant	Pasadena and Mount Lowe Rwy. Co. a	2.54	{ 13,583.40	.....	Apartment .....	.....	7.50	2,077.73
376013	Santa Barbara, Station A	do	76	{ 8,463.60	.....	Closed pouch .....	.....	.....	406.90
376014	Riverside, Arlington Station	Santa Barbara Consolidated Electric Co.	6.69	{ 1,675.35	.....	do .....	.....	.....	175.00
376015	Oakland, Alden and Goldengate stations	Riverside and Arlington Rwy. Co.	4.73	{ 13,165.92	.....	do .....	.....	.....	150.00
		Oakland R. R. Co.	106.12	{ 12,886.44	.....	do .....	.....	.....	394.97
									386.89
									16,997.79

¹ Agreement.

a Motive power, cable.

G.—Mail service as in operation June 30, 1900, and June 30, 1901, showing increase and decrease and percentage of increase and decrease from June 30, 1900, to June 30, 1901.

Items.	June 30, 1900.	June 30, 1901.	Increase from June 30, 1900, to June 30, 1901.	Decrease from June 30, 1900, to June 30, 1901.	Percentage of increase from June 30, 1900, to June 30, 1901.	Percentage of decrease from June 30, 1900, to June 30, 1901.
STAR SERVICE.						
Number of routes.....	22,884	22,797	.....	87	.....	0.16
Length of routes (miles).....	269,857.61	267,357.14	.....	2,500.47	.....	.92
Number of miles traveled per annum.....	134,060,860.80	134,404,541.20	343,680.40	.....	0.25	.....
Annual rate of expenditure ..	\$5,133,378.404	\$5,204,416.864	\$71,038.46	.....	1.38	.....
Rate of cost per mile traveled (cents).....	3.83	3.87	.04	.....	1.04	.....
Rate of cost per mile of length.	\$19.02	\$19.46	\$0.44	.....	2.31	.....
Average number of trips per week.....	4.77	4.83	.06	.....	1.25	.....
SPECIAL OFFICE SERVICE.						
Number of routes.....	1,943	1,666	.....	277	.....	14.25
Length of routes (miles).....	16,482.02	17,794.09	1,312.07	.....	7.96	.....
Number of miles traveled per annum.....	3,402,341.28	3,067,063.68	.....	315,257.60	.....	9.26
Annual rate of expenditure ..	\$29,106.51	\$32,393.16	\$3,287.64	.....	11.29	.....
Rate of cost per mile traveled (cents).....	.85	1.04	.19	.....	22.35	.....
Rate of cost per mile of length.	\$1.76	\$1.82	\$0.06	.....	3.41	.....
Average number of trips per week.....	1.98	1.50	.....	.48	.....	24.24
STEAMBOAT SERVICE.						
Number of routes.....	182	189	7	.....	3.84	.....
Length of routes (miles).....	26,001.40	33,970.90	7,969.50	.....	30.65	.....
Number of miles traveled per annum.....	4,304,942.66	4,662,257.78	347,315.12	.....	8.07	.....
Annual rate of expenditure ..	\$515,047.13	\$542,985.32	\$27,938.19	.....	5.42	.....
Rate of cost per mile traveled (cents).....	11.96	11.67	.....	.29	.....	2.42
Rate of cost per mile of length.	\$19.80	\$15.98	.....	\$3.82	.....	19.29
Average number of trips per week.....	1.59	1.31	.....	.28	.....	17.61
RAILROAD SERVICE.						
Number of routes.....	2,668	2,746	78	.....	2.92	.....
Length of routes (miles).....	179,982	183,358.54	3,376.54	.....	1.87	.....
Number of miles traveled per annum.....	297,256,308.02	302,613,326.09	5,357,022.07	.....	1.80	.....
Annual rate of expenditure:						
For transportation.....	\$33,424,982.15	\$33,881,390.24	\$456,408.09	.....	1.36	.....
For railway post-office cars	4,368,999.59	4,638,234.03	269,234.44	.....	6.16	.....
For transportation and railway post-office cars						
combined.....	37,793,981.74	38,519,624.27	725,642.53	.....	1.92	.....
Rate of cost per mile traveled (cents):						
For transportation.....	11.24	11.19	.....	.05	.....	.44
For transportation and railway post-office cars						
combined.....	12.71	12.73	.02	.....	.15	.....
Rate of cost per mile of length:						
For transportation.....	\$185.71	\$184.78	.....	\$0.93	.....	.50
For transportation and railway post-office cars						
combined.....	\$209.98	\$210.07	\$0.09	.....	.04	.....
Average number of trips per week.....	15.88	15.88	.....	.....	.....	.....
MAIL MESSENGER SERVICE.						
Number of routes.....	7,190	7,353	163	.....	2.26	.....
Length of routes (miles).....	6,018.63	5,091.16	72.53	.....	1.44	.....
Number of miles traveled per annum.....	10,143,626.16	10,541,346.76	397,720.60	.....	3.92	.....
Annual rate of expenditure ..	\$932,993.37	\$996,811.76	\$63,818.39	.....	6.73	.....
Rate of cost per mile traveled (cents).....	9.19	9.44	.25	.....	2.72	.....

G.—Mail service as in operation June 30, 1900, and June 30, 1901, etc.—Continued.

Items.	June 30, 1900.	June 30, 1901.	Increase from June 30, 1900, to June 30, 1901.	Decrease from June 30, 1900, to June 30, 1901.	Percentage of increase from June 30, 1900, to June 30, 1901.	Percentage of decrease from June 30, 1900, to June 30, 1901.
MAIL MESSENGER SERVICE— continued.						
Rate of cost per mile of length.	\$185.90	\$195.59	\$9.69		5.21	.....
Average number of trips per week.....	19.43	19.91	.48		2.47	.....
REGULATION, SCREEN, OR OTH- ER WAGON SERVICE.						
Number of routes.....	220	234	14		6.36	.....
Length of routes (miles).....	1,293	1,271.64		21.36		1.65
Number of miles traveled per annum.....	4,337,395.75	4,258,096.01		79,299.74		1.82
Annual rate of expenditure.....	\$733,114.55	\$737,382.94	\$4,268.39		.58	.....
Rate of cost per mile traveled (cents).....	16.90	17.31	.41		2.42	.....
Rate of cost per mile of length.	\$566.98	\$579.86	\$12.88		2.27	.....
Average number of trips per week.....	32.25	32.19		.06		.18
ELECTRIC AND CABLE CAR SERVICE.						
Number of routes.....	287	326	39		13.59	.....
Length of routes (miles).....	2,946.90	2,956.93	610.03		25.99	.....
Number of miles traveled per annum.....	5,700,303.46	6,589,408.60	889,105.14		15.60	.....
Annual rate of expenditure.....	\$318,282.42	\$362,614.17	\$44,331.75		13.93	.....
Rate of cost per mile traveled (cents).....	5.58	5.50		.08		1.43
Rate of cost per mile of length.	\$135.61	\$122.63		\$12.98		9.57
Average number of trips per week.....	23.35	21.42		1.93		8.26
RAILWAY MAIL SERVICE.						
Number of officers and clerks.	8,695	9,105	410		4.71	.....
Annual rate of expenditure...	\$8,946,424.00	\$9,679,036.74	\$732,612.74		8.19	.....
MAIL EQUIPMENTS.						
Mail bags, etc.....	\$274,800.08	\$269,312.84		\$5,487.19		1.99
Mail locks and keys.....	42,705.87	40,451.64		2,254.23		5.27
Repair shop for mail equip- ment.....	8,238.24	8,263.86	\$25.62			.....
Total.....	325,744.14	318,028.34	25.62	7,741.42		2.37
NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.						
Annual rate of expenditure...	\$195,722.50	\$195,682.50		\$40.00		.....
PNEUMATIC TUBE SERVICE.						
Number of routes.....	5	5				.....
Length of routes.....	8.05	8.05				.....
Annual rate of expenditure...	\$222,266.00	\$222,266.00				.....
RECAPITULATION.						
Total number of routes.....	35,329	35,316		13		.03
Total length of routes (miles)...	500,989.61	511,808.45	10,818.84		2.15	.....
Total number of miles travel- ed per annum.....	459,205,773.13	466,146,059.12	6,940,285.99		1.51	.....
Total annual rate of expendi- ture.....	\$55,146,059.764	\$56,810,242.054	\$1,664,182.29		3.01	.....
Rate of cost per mile traveled (cents).....	12	12.18	.18		1.50	.....
Rate of cost per mile of length	\$110.07	\$110.99	\$0.92		.83	.....
Average number of trips per week.....	8.81	8.75		.06		.68

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections; the adjustment of the rates based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations for mails and railway post-office clerks, and the number of trips per week, in accordance with the acts of March 3, 1878, July 12, 1876, and June 17, 1878.

[Routes in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, weighed for 48 working days from September 26, 1900, unless otherwise noted. Routes in New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, weighed for 42 working days from February 20, 1901, unless otherwise noted.]

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; m., miles; c. p., closed pouch service; t. a. w., round trips a week; adjusted from July 1, 1901, unless otherwise noted.]

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mall car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	MAINE.		Miles.	Pounds.				Dollars.	Dollars.	
101001	Caribou, Limestone	Bangor and Aroostook R. R. Co.	16.62	80	22.59	c. p. 6 t. a. w., Caribou and Limestone, 16.62 m.	6	42.75	710.50	
101002	Newport, Forcroft	Maine Central R. R. Co.	29.90	1,284	27.78	apt. 15.8 by 8.10, 12 t. a. w., Newport and Forcroft, 29.90 m.	12	94.91	2,837.80	
101003	Farmington, Brunswick.	.....do.....	68.24	1,807	25.51	apt. 22.2 by 9.12 t. a. w., Farmington and Leeds Junction, 36.55 m.; 14.11 by 8.9, 12 t. a. w., South Lewiston and Brunswick, 14.77 m.; c. p. 6 t. a. w., Leeds Junction and South Lewiston, 6.99 m.; 12 t. a. w., thence to South Lewiston, 4.34 m.; 18 out, and 12 in, thence to Brunswick, 3.06 m., and 18 t. a. w., thence to Brunswick, 12.08 m.	15.88	106.88	6,759.09	
101004	Belfast, Burnham	.....do.....	38.52	1,603	20.90	apt. 16 by 8.9, 12 t. a. w., Belfast and Burnham, 33.07 m.; c. p. 6 out; Belfast and Burnham, 33.59 m.	15	111.15	3,725.74	
101005	Cumberland Junction (n. o.) Showegan.	.....do.....	91.18	4,071	20.76	apt. 24.11 by 9.1, 6 t. a. w. and 22 by 9.12 t. a. w., Cumberland Junction (n. o.) and Rumford Junction (n. o.), 20.30 m.; 24.11 by 9.1, 6 t. a. w., 22 by 9.12 t. a. w., and 15 by 7.12 t. a. w., thence to Lewiston, 4.40 m.; 24.11 by 9.1, 6 t. a. w., and 22 by 9.12 t. a. w., thence to Leeds Junction, 10.66 m.; and	20.31	157.82	14,844.43	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>	
101012	MAINE—continued. Bangor, Vanceboro...	Maine Central R.R. Co	114.76	8,911	28.20	r. p. o. authorized, 1 1/4 ft., Bangor and Vanceboro, 114.06 m.; r. p. o. run, 60 by 9, 6 t. a. w., Bangor and Vanceboro, 114.06 m.; apt. 24.11 by 9.1, 6 t. a. w., 20 by 9, 3 t. a. w., 20 by 9.2, 3 t. a. w., 17.11 by 8.11, 6 t. a. w., and 21.1 by 9.1, 6 t. a. w., Bangor and Oldtown, 12.63 m., 24.11 by 9.1, 6 t. a. w., thence to Vanceboro, 101.43 m., c. p. 6 out, 30 in, Bangor and Oldtown, 13.27 m., 6 out, 12 in, thence to Mattawaukeag, 45.41 m., apt. 16 by 7, 12 t. a. w., Bangor and Bucksport, 19.56 m.; c. p. 1 t. a. w., Bangor and Bucksport, 30.38 m., apt. 17.11 by 8.11, 6 t. a. w., Milo Junction and Greenville Junction, 45.80 m., apt. 22 by 9.1, 6 t. a. w., 22 by 9.2, 6 t. a. w., Rockland and Bath, 47.66 m., 22 by 9.1, 6 t. a. w., 22 by 9.2, 6 t. a. w., and 14.11 by 8.9, 12 t. a. w., thence to Brunswick, 8.70 m., c. p. 6 t. a. w., Rockland and Bath, 47.87 m., and 7 in, thence to Brunswick, 9.17 m., c. p. 12 t. a. w., Houlton and New Brunswick Line (n. o.), 3.12 m., c. p. 6 t. a. w., Calais and Princeton, 21.16 m....	18.89	212.04	24,883.71	r. p. o. pay, \$2,951.50 per annum, \$25 per m. for 114.06 m.
101013	Bangor, Bucksport	do	20.38	1,077	19.80	apt. 16 by 6.11, 6 t. a. w., Oakland and Bingham, 41.06 m.; c. p. 18 out, 6 in, Oakland and Madison, 21 m., 6 t. a. w., thence to Bingham, 20.59 m., apt. 15 by 7, 12 t. a. w., Rumford Junction (n. o.) and Rumford Falls, 52.83 m.; c. p. 6 t. a. w., Rumford Junction (n. o.) and Mechanic Falls, 11.63 m.	13	88.07	1,794.86	
101014	Milo Junction, Greenville Junction.	Bangor and Aroostook R. R. Co.	48.84	829	27		14.80	77.81	3,800.24	
101015	Rockland, Brunswick	Maine Central R.R. Co	57.04	4,018	21.70		19.28	156.47	8,925.04	Route restated.
101016	Houlton, New Brunswick Line (n. o.).	Canadian Pacific Rwy. Co.	3.12	105	27.24		12	42.75	133.38	
101017	Calais, Princeton	Washington County R. R. Co.	21.16	111	16.07		6	42.75	904.59	
101018	Oakland, Bingham	Somerset Rwy.	41.59	742	24.66		13.51	74.39	3,083.88	
101019	Rumford Junction (n. o.), Rumford Falls.	Portland and Rumford Falls Rwy. Co.	52.94	1,666	27.90		13.31	117.99	6,246.89	

101020	Farmington, Phillips.	Sandy River R. R. Co.	18. 38	713	21. 60	apt. 10 by 5.10, Farmington and Phillips, 18 m.; c. p. 6 t. a. w., Farmington and Phillips, 18.38 m.	12	72. 68	1, 385. 85
101021	Lewiston, Lewiston Junction.	Grand Trunk Rwy. Co. of Canada.	5. 50	444	24. 66	c. p. 12 out, 18 in, Lewiston and Lewiston Junction, 5.50 m.	15	59. 85	329. 17
101022	Monson	Monson R. R. Co.	6. 26	106	18	c. p. 18 t. a. w., Monson Junction (n. o.) and Monson, 6.26 m.	18	42. 75	287. 61
101023	Monson Junction	Monson R. R. Co.	43. 36	4, 185	23. 14	apt. 16.2 by 8.9, 6 t. a. w.; 16 by 8.9, 6 t. a. w., Bangor and Mount Desert Ferry, 43.72 m.; 20.2 by 9.2, 6 t. a. w., Bangor and Washington Junction, 31.84 m.	14. 02	159. 08	6, 985. 54
101024	Bangor, Mount Desert Ferry.	Maine Central R. R. Co.	26. 67	219	16. 25	c. p. 12 out, 18 in, Strong and Kingsfield, 15.22 m.; 6 out, 12 in, thence to Caribou, 11.46 m.	12. 42	43. 61	1, 163. 07
101025	Strong, Caribou.	Franklin and Megantic Rwy. Co.	8. 49	262	20. 38	c. p. 18 t. a. w., Harland and Pittsfield, 8.49 m.	18	46. 17	391. 98
101026	Harland, Pittsfield.	Seaboard R. R. Co.	4. 75	242	18. 73	c. p. 24 out, 36 in, Kennebunk Port and Kennebunk Reach, 1.74 m.; 30 out, 36 in, thence to Kennebunk Station (n. o.), 3.01 m.	30	45. 32	215. 27
101027	Kennebunk Port, Kennebunk Station (n. o.).	Boston and Maine R. R.	21. 39	484	15. 3	apt. 10.1 by 4.3, 12 t. a. w., Harrison and Bridgton Junction (n. o.), 21.39 m.; 30 out, 36 in, thence to Kennebunk Station (n. o.), 3.01 m.	18	62. 42	1, 366. 37
101028	Harrison, Bridgton Junction (n. o.).	Bridgton and Saco River R. R. Co.	68. 46	111	28. 23	c. p. 12 t. a. w., Greenville and Lowellton, 64.86 m.; 6 t. a. w., thence to Boundary Line (n. o.), 4.10 m.	11. 64	42. 75	2, 925. 66
101030	Greenville, Junction, Boundary Line	Canadian Pacific Rwy. Co.	5. 09	287	15	c. p. 18 out, 24 in, Togus and Randolph, 5.09 m.	21	48. 74	248. 08
101031	Togus, Randolph.	Kennebec R. R. Co.	29. 06	290	13. 38	apt. 10 by 5.10, 6 t. a. w., Phillips and Rangeley, 28.60 m.; c. p. 6 t. a. w., Phillips and Rangeley, 28.06 m.	12	48. 74	1, 416. 38
101032	Phillips, Rangeley.	Phillips and Rangeley R. R. Co.	8. 24	251	14. 40	c. p. 12 t. a. w., Union and West Warren, 8.24 m.	12	46. 17	380. 44
101033	Union, West Warren.	Georges Valley R. R. Co.	102. 24	2, 824	28. 12	apt. 20 by 9.6 t. a. w.; 20.2 by 9.2, 6 t. a. w., Washington Junction (n. o.) and Calais, 102.04 m.	12	139. 87	14, 249. 18
101034	Washington Junction (n. o.), Calais.	Washington County R. R. Co.	16. 31	849	21. 00	c. p. 24 out, 30 in, Ayers and Eastport, 16.31 m.	27	78. 66	1, 282. 94
101035	Ayers, Eastport.	do	13. 90	282	24. 71	c. p. 12 out, 18 in, Fort Fairfield and Thair, 13.90 m.	15	47. 88	665. 53
101036	Vacant.	do	188. 61	2, 776	29. 4	apt. 21 by 9.6 t. a. w., 20 by 9.6, 6 t. a. w., Caribou and Milo Junction, 160.61 m.; 21 by 9.6 t. a. w.; 20 by 9.6, 6 t. a. w.; 18 by 9.6 t. a. w., thence to Oldtown, 27.20 m.; c. p. 6 out, Brownville and Milo Junction, 5.96 m., 6 in, Fort Fairfield and Caribou, 20.93 m.	12. 42	138. 51	26, 124. 37
101037	Fort Fairfield, Thair.	Bangor and Aroostook R. R. Co.	11. 23	167	25. 14	c. p. 18 t. a. w., Canton and Livermore Falls, 11.23 m.	18	42. 75	490. 08
101038	Caribou, Oldtown.	do							
101039	Canton, Livermore Falls.	Portland and Rumford Falls Rwy.							

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch frequency of trips and points between which service is performed.	Average trips per week.	Pay per mile per portion.	Annual rate of pay for transportation.	Remarks.
	MAINE—continued.		Miles.	Pounds.		Feet and inches.		Dollars.	Dollars.	
101040	Albion, Wiscasset.....	Wiscasset and Quebec R. Co.	44.51	385	16.78	apt. 11.2 by 5.11, 6 t. a. w., Albion and Wiscasset, 43.46 m.	6	56.43	2,500.41	
101041	Rumford Falls, Bemis	Rumford Falls and Bangsley Lakes R. Co.	28.14	99	27.10	c. p. 6 t. a. w., Rumford Falls and Bemis, 28.14 m.	6	42.75	1,202.98	
101042	Van Buren, Caribou...	Bangor and Aroostook R. R. Co.	88.52	178	18.56	c. p. 12 out, 6 in, Van Buren and Caribou, 88.52 m.	9	42.75	1,432.98	
101043	Bigelow, Carrebaset...	Franklin and Megantic Rwy Co.	6.28							Not weighed.
101044	Ashland Junction	Bangor and Aroostook R. R. Co.	43.89	168	20.70	c. p. 12 t. a. w., Ashland Junction (n. o.) and Ashland, 43.89 m.	12	42.75	1,854.92	
101045	Vacant									
101046	Lewiston, South Lewiston.	Maine Central R. R. Co.	4.79	2,018	29.46	apt. 14.11 by 8.9, 12 t. a. w., Lewiston and South Lewiston, 4.79 m.; c. p. 26 out, 25 in, Lewiston and South Lewiston, 4.79 m.	37.50	128.25	614.31	
101047	Patten, Patten Junction (n. o.).	Bangor and Aroostook R. R. Co.	6.42	140	15.15	c. p. 18 t. a. w., Patten and Patten Junction, 6.42 m.	18	42.75	274.45	
	NEW HAMPSHIRE.									
102001	Vacant.									
102002	Manchester, Portsmouth.	Boston and Maine R. R.	40.38	1,289	27.46	apt. 17 by 9, 12 t. a. w., Manchester and Portsmouth, 40.38 m.; c. p. 6 t. a. w., Manchester and Portsmouth, 40.38 m.	18	94.91	3,892.46	
102003	Manchester, Henniker.....	.....do.....	26.35	424	22.62	apt. 17.4 by 8.11, 12 t. a. w., Manchester and Henniker, 25.90 m.	12	58.14	1,531.98	
102004	Hookset, Center Barnstead.	.....do.....	24.54	889	19.08	apt. 17.3 by 8.9, 12 t. a. w., Hookset and Center Barnstead, 24.21 m.	12	77.81	1,906.45	
102005	Beecher Falls, Vt., Coos, N. H.	Maine Central R. R. Co.	22.79	570	20.76	apt. 14.4 by 8.6 out, 12.5 by 6.2, 6 out, 8 by 2.10, 6 in, 14 by 8.6, 6 in, Beecher Falls and Coos, 22.50 m.; c. p. 6 in, Coos and Beecher Falls, 22.79 m.	15	66.69	1,519.86	

102006	Groveton, N. H., Boston, Mass.	Boston and Maine R. R.	220.05	11.164	26.97	r. p. o. authorized, 1 l. 40 ft., Meredith and Concord, N. H., 37.68 m.; 3 l. 40 ft., Concord, N. H., to Boston, Mass., 73.33 m.; r. p. o. run, 44.9 by 9, 6 t. a. w., Groveton Junction and Concord, 146.61 m.; 44.9 by 9, 6 t. a. w., 49.9 by 9.3, 6 out, 42.6 by 9, 7 out, 43.10 by 8, 7 in, 42 by 8, in, Concord and Boston, 73.33 m.; apt. 20.7 by 8.6, 6 t. a. w., Lancaster and Woodville, 43.34 m.; 20.7 by 8.6, 6 t. a. w., 30.2 by 9.2, 6 t. a. w., thence to Concord, 93.60 m.; 30.2 by 9.2, 6 t. a. w., 17.3 by 9, 6 out, 17.1 by 8.9, 6 in, thence to Manchester 17.65 m.; 30.2 by 9.2, 6 t. a. w., thence to Nashua Junction, 16.71 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., thence to North Chelmsford, 10.40 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., 17.6 by 19, 12 t. a. w., thence to Lowell, 3.01 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., 25.9 by 8.9, 6 out, 12 in, thence to North Billerica, 3.76 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., thence to Somerville Junction, 18.98 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., 25.9 by 8.9, 12 t. a. w., thence to Boston, 2.82 m.; c. p. 12 t. a. w., Groveton and Lancaster, 9.78 m.; 12 out, 7 in, thence to Wing Road, 16.18 m.; 12 out, 13 in, thence to Littleton, 3.90 m.; 12 out, 20 in, thence to Wells River, 20.88 m.; 6 out, 13 in, thence to Plymouth, 42.70 m.; 6 out, 19 in, thence to Lakeport, 22.34 m.; 6 out, 31 in, thence to Laconia, 1.36 m.; 6 out, 19 in, thence to East Concord, 2.41 m.; 6 out, 25 in, thence to Concord, 2.17 m.; 38 out, 9 in, thence to Hooksett, 8.95 m.; 44 out, 19 in, thence to Manchester, 8.70 m.; 45 out, 26 in, thence to Nashua Junction, 16.71 m.; 39 out, 20 in, thence to Lowell, 13.41 m.; 75 out, 50 in, thence to Wilmington, 10.34 m.; 87 out, 56 in, thence to Montvale Junction, 5.44 m.; 130 out, 112 in, thence to Winchester, 1.96 m.; 148 t. a. w., thence to West Medford, 2.34 m.; 179 out, 160 in, thence to Tufts College, 1.46 m.; 185 out, 178 in, thence to Somerville Junction, 1.21 m.; 252 out, 233 in, thence to Boston, 2.82 m.	49.08	286.84	52, 116.64	r. p. o. pay, \$6,441.75 per annum, \$25 per m. for 37.68 m., and \$75 per m. for 73.33 m.
102007	Fabyan House, Wing Road (n.o.).do.....	13.50	439	21.49	c. p. 12 t. a. w., Fabyan House and Twin Mountain, 4.63 m.; 18 t. a. w., thence to Wing Road (n.o.), 8.87 m.	15.94	59.00	796.50	

102014	Conway Junction (n. o.), Me., Intervale Junction (n. o.), N. H.	.....do.....	73. 41	1, 604	26. 35	apt. 19.9 by 8.1, 6 t. a. w., and 25.10 by 9.3, 6 t. a. w., Conway Junction and Sanbornville, 30.85 m.; 19.9 by 8.1, 3 t. a. w., and 25.10 by 9.3 t. a. w., thence to North Conway 41.44 m.; c. p. 6 in, Conway Junction and Somersworth, 5.90 m.; 6 t. a. w., thence to Rochester, 6.40 m.; 6 out and 12 in, thence to Sanbornville, 18.05 m.; 6 t. a. w., thence to North Conway, 41.44 m.; 6 out and 12 in, thence to Intervale Junction, 1.62 m.; c. p. 12 t. a. w., Sanbornville and Wolfboro, 12.18 m.	14. 91	111. 15	8, 159. 52	Route restated.
102015	Sanbornville, Wolfboro.	.....do.....	12. 18	395	26. 80	c. p. 12 t. a. w., Sanbornville and Wolfboro, 12.18 m.	12	49. 59	604. 00	
102016	Portsmouth, Lakeport	.....do.....	56. 41	659	24. 84	apt. 14.10 by 8.11, 12 t. a. w., Dover and Alton Bay, 28 m.; c. p. 81 out and 24 in, Portsmouth and Dover, 11 m.; 6 t. a. w., thence to Alton Bay, 28 m.; 12 t. a. w., thence to Lakeport, 17.41 m.	18	70. 11	8, 964. 90	
101017	Fabyan House, N. H., South Lunenburg, Vt.	Maine Central R. R. Co.	20. 93	740	24	apt. 17.11 by 8.10, 3 t. a. w., 21.2 by 9.3 t. a. w., Fabyan House and South Lunenburg, 20.22 m.; c. p. 6 t. a. w., 20.98 m.	12	74. 39	1, 556. 98	
102018	Whitefield Junction (n. o.), Jefferson.	Boston and Maine R. R.	12. 11	214	20. 46	c. p. 36 out and 30 in, Whitefield Junction and Whitefield, 0.61 m.; 36 out and 18 in, thence to Meadows, 7.59 m.; 30 out and 18 in, thence to Jefferson, 3.91 m.	26. 83	43. 61	528. 11	
102019	Belmont, Junction (n. o.).	.....do.....	4. 28	91	15. 74	c. p. 12 t. a. w., Belmont and Junction, 4.28 m.	12	42. 75	182. 97	
102020	Franklin, Bristol.....	.....do.....	13. 36	419	30. 16	c. p. 12 t. a. w., Franklin and Bristol, 13.36 m.	12	58. 14	776. 75	
102021	Rollinsford (n. o.), Somersworth.	.....do.....	2. 87	478	25. 77	c. p. 42 t. a. w., Rollinsford and Somersworth, 2.87 m.	42	62. 42	179. 14	
102022	Plymouth, Lincoln.....	.....do.....	21. 91	402	.....	apt. 20.6 by 6.6, 12 t. a. w., Plymouth and North Woodstock, 20.68 m.; c. p. 6 out, Plymouth and Lincoln, 21.91 m.; 6 in North Woodstock and Plymouth, 20.82 m.	17. 12	56. 43	1, 286. 38	
102023	Meadows, Berlin.....	.....do.....	21. 56	113	25. 06	c. p. 12 t. a. w., Meadows and Berlin, 21.56 m.	12	42. 75	921. 69	
102024	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....
102025	Quebec Junction (n. o.), North Stratford Station (n. o.).	Maine Central R. R. Co.	32. 46	271	23. 73	apt. 12.5 by 6.2, 6 out, and 14 by 8.6 in, Quebec Junction and North Stratford Station, 32.46 m.; c. p. 24 out and 18 in, Quebec Junction and North Stratford Station, 32.46 m.	27	47. 03	1, 526. 59	
102026	Franklin Junction (n. o.), Tilton.	Boston and Maine R. R.	5. 34	670	19. 93	apt. 20 by 7.6 out, Franklin Junction to Tilton, 5.32 m.; c. p. 6 t. a. w., Franklin Junction and Franklin Falls, 1.99 m.; 12 out and 18 in, thence to Tilton, 3.45 m.	14. 81	70. 97	378. 97	
102027	New Boston, Parkers Station (n. o.).	.....do.....	5. 44	108	17. 76	c. p. 12 t. a. w., New Boston and Franklin Station, 5.44 m.	12	42. 75	282. 56	
103001	VERMONT. Wilmington, Vt., Hoosac Tunnel (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R. Co.	24	279	15. 96	c. p. 6 t. a. w., Wilmington and Whitingham Station, 9 m.; 6 out and 12 in, thence to Readboro, 4 m.; 12 t. a. w., thence to Hoosac Tunnel, 11 m.	9. 25	47. 88	1, 149. 12	

108006	Swanton Junction, Canada Line (n.o.).	Central Vermont Rwy. Co.	10.56	7,071	29.64	c. p. 20 out and 32 in, Swanton Junction and East Swanton, 3.48 m.; 20 out and 26 in, thence to Highgate Springs, 4.20 m.; 20 t. a. w., thence to Canada line (n.o.), 2.90 m. apt. 8.2 by 7, 12 t. a. w., St. Albans and Richford, 28 m.; c. p. 6 out, St. Albans and Richford, 28.56 m.	23.16	192.38	2,035.38
108007	St. Albans, Richford	.....do.....	28.56	897	16.06		15	80.87	2,295.36
108008	Leicester Junction, Vt., Addison Junction, N. Y.	Rutland R. R. Co.	15.81	108	11.76	c. p. 12 out and 6 in, Leicester Junction and Addison Junction, 15.81 m.	9	42.76	675.87
108009	Richford, Newport	Canadian Pacific Rwy. Co.	20.99	447	28.99	c. p. 18 t. a. w., Richford and Newport, 20.99 m.	18	59.85	1,256.25
108010	White River Junction, Derby Line.	Boston and Maine R. R.	110.18	7,182	25.45	r. p. o. authorized, 21.40 ft., White River Junction and Newport, 104.20 m.; r. p. o. run, 41 by 9, 3 t. a. w., 44.6 by 9, 1 t. a. w.; 41.11 by 8.4, 3 t. a. w.; and 44.6 by 9, 3 t. a. w., White River Junction and Newport, 104.20 m.; c. p. 24 out and 6 in, White River Junction and Norwich, 4.28 m.; 12 out, thence to Wells River, 36.23 m.; 12 out and 6 in, thence to St. Johnsbury, 20.21 m.; 12 t. a. w., thence to Lyndonville, 8.78 m.; 6 out and 12 in, thence to Newport, 34.80 m.; 18 t. a. w., thence to North Derby, 5.13 m.; 12 out and 18 in, thence to Derby Line, 0.75 m. apt. 21.2 by 9.3, 3 t. a. w., and 18.5 by 8.10, 3 t. a. w., South Lunenburg and Swanton, 117.76 m.; 121 by 7.1, 6 t. a. w., St. Johnsbury and Swanton, 95.64 m.; c. p. 6 t. a. w., South Lunenburg and West Concord, 14.76 m.; 6 out and 12 in, thence to St. Johnsbury, 7.96 m. apt. 18.8 by 6.9, 12 t. a. w., Wells River and Montpelier, 38.20 m.; c. p. 6 in, Montpelier and Marshfield, 15.77 m. c. p. 18 t. a. w., White River Junction and Woodstock, 14.86 m.	26.96	194.09	21,894.88
108011	South Lunenburg, Swanton.	.....do.....	118.63	1,449	21.59	apt. 25.6 by 6, 12 t. a. w., Burlington and Cambridge Junction, 34 m.; 26.3 by 6.7, 6 t. a. w., and 25.6 by 9, 7 out, and 25.10 by 8.10, 7 in, Burlington and Essex Junction, 8 m.; c. p. 30 out and 19 in, Burlington and Essex Junction, 6 m.	12.14	104.31	12,374.29
108012	Wells River, Montpelier.	Montpelier and Wells River R. R.	88.89	1,064	22.67	apt. 24.9 by 7, 12 t. a. w., and 25.1 by 8.10, 7 out; 26.3 by 6.7, 6 t. a. w., Rutland and North Bennington, 52.50 m.; c. p. 6 t. a. w., Rutland and North Bennington, 52.50 m.; 50 t. a. w., North Bennington and Burlington, 4.81 m. apt. 10.2 by 7.7, 6 t. a. w., Brattleboro and South Londonderry, 36 m.; c. p. 6 t. a. w., Brattleboro and South Londonderry, 36.31 m.	13.21	88.92	3,458.09
108013	White River Junction, Woodstock.	Woodstock Rwy. Co. .	14.55	535	18.54	c. p. 18 t. a. w., White River Junction and Woodstock, 14.86 m.	18	64.96	945.45
108014	Burlington, Cambridge Junction.	Central Vermont Rwy. Co.	84.01	2,511	23.82		19.40	135.09	4,594.41
108015	Rutland, Bennington.	Rutland R. R. Co.	57.31	6,297	31.62		27.09	184.68	10,584.01
108016	Brattleboro, South Londonderry.	Central Vermont Rwy. Co.	36.31	480	11.82		12	62.42	2,266.47

r. p. o. pay \$5,210 per annum, \$50 per mile for 104.20 miles, White River Junction and Newport.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminl.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>	
	VERMONT—continued.									
108017	Montpelier Junction (n. o.), Williams-town.	Central Vermont Rwy. Co.	16.20	608	9.84	c. p. 38 out and 81 in, Montpelier Junction and Montpelier, 1.60 m.; 30 t. a. w., thence to Barre, 5.20 m.; 12 t. a. w., thence to Williams-town, 8.50 m.	20.87	88.40	1,089.68	
108018	North Bennington, State Line (n. o.).	Rutland R. R. Co.	2.01	7,174	31.68	apt. 22 by 9, 12 t. a. w., North Bennington and State Line, 1.86 m.; 25.6 by 9, 7 in, 25.1 by 8.10, 7 out, North Bennington and State Line, 1.85 m.; c. p. 6 t. a. w., North Bennington and State Line, 2.01 m.	25	194.09	390.12	
108019	Barre, Junction (n. o.).	Montpelier and Wells River R. R.	4.44	89	19.48	c. p. 18 t. a. w., Bristol and New Haven Depot, 6.69 m.	12	42.75	189.81	
108020	Bristol, New Haven Depot (n. o.).	Bristol R. R. Co.	6.59	301	26.36	r. p. o. authorized 1 l. 40 ft., Bellows Falls and Burlington, 120 m.; r. p. o. run, 90.7 by 9, 6 out, and 45.4 by 8.11, 6 in, Bellows Falls and Burlington, 120 m.; apt. 21 by 6.10, 6 t. a. w., Bellows Falls and Rutland, 62.80 m.; 25.6 by 9, 7 out, and 25.1 by 8.10, 7 in, Rutland and Burlington, 67.30 m.; c. p. 12 t. a. w., Bellows Falls and Rutland, 52.99 m.; 19 out and 18 in, thence to Proctor, 6.10 m.; 13 out and 18 in, thence to Brandon, 10.30 m.; 12 out and 18 in, thence to North Ferrisburgh, 35 m.; 12 out and 18 in, thence to Burlington, 15.90 m.	18	49.59	326.79	
108021	Bellows Falls, Burlington.	Rutland R. R. Co.	120.19	7,619	24.85	apt. 22 by 9, 12 t. a. w., State Line and Hoosick Junction, 5.04 m.; 25.6 by 9, 7 in, and 25.1 by 8.10, 7 out, State Line and Hoosick Junction, 5.04 m.; c. p. 6 t. a. w., State Line and Hoosick Junction, 3.04 m.	26.43	196.36	23,840.86	r. p. o. pay \$3,000 per annum, \$25 per mile for 120 miles, Bellows Falls and Burlington.
108022	State Line (n. o.), Hoosick Junction (n. o.).	Boston and Maine R. R.	5.04	7,179	26.16		25	194.09	978.21	

MASSACHUSETTS.	104001	Boston, Mass., Portland, Me.	Boston and Maine R. R.	108.17	73,448	29.89	r. p. o. authorized 1 1/2 ft. 60 ft. and 1 1/2 ft. 40 ft. Boston and Portland, 108.47 m.; r. p. o. run, 59.3 by 9.2, 4 out and 3 in; 60 by 9.2, 3 out and 4 in; 40.3, 3 t. a. w.; 44 by 9.1, 3 t. a. w.; 59.9, 4 in; 36.4, 3 in. Boston and Portland, 108.47 m.; 69.9, 1 out, Boston and North Berwick, 74.69 m.; 2 storage cars, 6 in. Boston and Portland, 108.47 m.; c. p. 142 out and 157 in. Boston and Everett, 312 m.; 136 out and 123 in, thence to West Lynn, 7.38 m.; 148 out and 112 in, thence to Lynn, 0.96 m.; 147 out and 129 in, thence to Swampscott, 1.39 m.; 129 out and 74 in, thence to Salem, 3.83 m.; 84 out and 74 in, thence to Beverly, 2 m.; 84 out and 43 in, thence to Wrentham, 4.34 m.; 84 out and 37 in, thence to Rowley, 8.39 m.; 84 out and 23 in, thence to Newburyport, 6.15 m.; 66 out and 49 in, thence to Salem, 2.09 m.; 36 out and 19 in, thence to Hampton, 4.98 m.; 36 out and 13 in, thence to Portland, 10.54 m.; 30 out and 6 in, thence to Conway Junction, 10.54 m.; 18 out, thence to Portland, 41.02 m.	63.27	902.08	97,843.19	r. p. o. pay \$10.847 per annum, \$100 per mile for 108.47 miles, Boston and Portland.
	104002	Boston, West Lynn (n. o.).	.....do.....	12.53	267	16.42	c. p. 36 out and 43 in. Boston and Everett, 2.76 m.; 36 t. a. w. thence to Franklin Park, 5.17 m.; 30 out and 36 in, thence to Cliffdale, 0.51 m.; 30 out and 36 in, thence to Saugus, 1.15 m.; 18 out and 30 in, thence to East Saugus, 1.03 m.; 12 out and 24 in, thence to West Lynn, 1.91 m.	32.64	47.08	589.28	
	104003	Beverly, Rockport.....	.....do.....	17.56	2,055	23.50	c. p. 27 by 8.11, 24 t. a. w., Beverly and Rockport, 16.99 m.; c. p. 25 out and 13 in, Beverly and Gloucester, 13.24 m.	38.30	128.25	2,254.63	
	104004	Salem, Marblehead.....	.....do.....	4.08	260	21.72	c. p. 30 out and 24 in, Salem and Marblehead, 4.03 m.	27	47.08	189.53	
	104005	Salem, Junction G (n. o.).	.....do.....	21.32	231	21.83	c. p. 66 out and 72 in to Peabody, 2.10 m.; 42 out and 30 in, thence to Danvers, 2.90 m.; 24 out and 30 in, thence to Hathiorne, 2.34 m.; 24 out and 18 in, thence to Middleton, 2.29 m.; 18 out and 18 in, thence to Junction, 11.69 m.; c. p. 12 t. a. w., Ashland and Hayden Row, 6.82 m.; 12 out and 6 in, thence to Milford, 4.90 m.; 24 t. a. w., thence to Franklin, 8.50 m.; 6 out and 12 in, thence to West Wrentham, 3.70 m.; 6 out and 12 in, thence to Diamond Hill, 2.10 m.; 16 t. a. w., thence to Valley Falls, 8.62 m.	26.28	44.46	947.89	
	104006	Ashland, Mass., Valley Falls, R. I.	New York, New Haven and Hartford R. R. Co.	34.94	125	24.31		15.56	42.75	1,493.68	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections; the adjustment of the rates based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations for mails and railway post-office clerks, and the number of trips per week, in accordance with the acts of March 3, 1873, July 13, 1876, and June 17, 1878.

[Routes in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, weighed for 43 working days from September 26, 1900, unless otherwise noted. Routes in New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, weighed for 42 working days from February 20, 1901, unless otherwise noted.]

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; m., miles; c. p., closed pouch service; t. a. w., round trips a week; adjusted from July 1, 1901, unless otherwise noted.]

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	MAINE.		Miles.	Pounds.				Dollars.	Dollars.	
101001	Caribou, Limestone ..	Bangor and Aroostook R. R. Co.	16.62	80	22.59	c. p. 6 t. a. w., Caribou and Limestone, 16.62 m.	6	42.76	710.50	
101002	Newport, Foxcroft ...	Maine Central R. R. Co.	29.90	1,284	27.78	apt. 13.8 by 8.10, 12 t. a. w., Newport and Foxcroft, 29.90 m.	12	94.91	2,837.80	
101003	Farmington, Brunswick.	.....do.....	63.24	1,507	25.51	apt. 22.2 by 9, 12 t. a. w., Farmington and Leeds Junction, 36.55 m.; 14.11 by 8.9, 12 t. a. w., South Lewiston and Brunswick, 14.77 m.; c. p. 6 t. a. w., Leeds Junction and Sabattus, 6.99 m., 12 t. a. w., thence to South Lewiston 4.34 m., 18 out and 12 in, thence to Lisbon 3.06 m., and 18 t. a. w., thence to Brunswick, 12.08 m.	15.38	106.88	6,759.09	
101004	Belfast, Burnham .....	.....do.....	33.52	1,608	20.90	apt. 16 by 8.9, 12 t. a. w., Belfast and Burnham, 33.07 m.; c. p. 6 out; Belfast and Burnham, 33.52 m.	15	111.15	8,725.74	
101005	Cumberland Junction (n. o.) Skowhegan.	.....do.....	91.18	4,071	20.76	apt. 24.11 by 9.1, 6 t. a. w. and 22 by 9, 12 t. a. w., Cumberland Junction (n. o.) and Rumford Junction (n. o.), 20.30 m.; 24.11 by 9.1, 6 t. a. w., 22 by 9, 12 t. a. w., and 15 by 7, 12 t. a. w., thence to Lewiston, 4.40 m.; 24.11 by 9.1, 6 t. a. w., and 22 by 9, 12 t. a. w., thence to Leeds Junction, 10.66 m.; and	20.31	157.82	14,844.43	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	MAINE—continued.									
101012	Bangor, Vanceboro...	Maine Central R. R. Co.	Miles, 114.76	Pounds, 8,911	28.20	<i>Feet and inches.</i> r. p. o. authorized, 1 1/4 ft. Bangor and Vanceboro, 114.06 m.; r. p. o. run, 60 by 9, 6 t. a. w., Bangor and Vanceboro, 114.06 m.; apt. 24.11 by 9.1, 6 t. a. w., 20 by 9, 3 t. a. w., 20 by 9.2, 3 t. a. w., 17.11 by 8.11, 6 t. a. w., and 21.1 by 9.1, 6 t. a. w., Bangor and Oldtown, 12.03 m., 24.11 by 9.1, 6 t. a. w., thence to Vanceboro, 101.43 m., c. p. 6 out, 30 in, Bangor and Oldtown, 13.27 m., 6 out, 12 in, thence to Mattawamkeag, 45.41 m. apt. 16 by 7, 12 t. a. w., Bangor and Bucksport, 19.36 m.; c. p. 1 t. a. w., Bangor and Bucksport, 20.38 m. apt. 17.11 by 8.11, 6 t. a. w., Milo Junction and Greenville Junction, 45.89 m. apt. 22 by 9.1, 6 t. a. w., 22 by 9.2, 6 t. a. w., Rockland and Bath, 47.66 m., 22 by 9.1, 6 t. a. w., 22 by 9.2, 6 t. a. w., and 14.11 by 8.9, 12 t. a. w., thence to Brunswick, 8.70 m., c. p. 1 t. a. w., Rockland and Bath, 47.87 m., and 7 in, thence to Brunswick, 17 m. c. p. 12 t. a. w., Houlton and New Brunswick Line (n. o.), 3.12 m. c. p. 6 t. a. w., Calais and Princeton, 21.16 m.... apt. 16 by 4.11, 6 t. a. w., Oakland and Bangor, 41.03 m.; c. p. 15 out, 6 in, Oakland and Bangor, 21 m., 6 t. a. w., thence to Bingham, 20.59 m. apt. 15 by 7, 12 t. a. w., Rumford Junction (n. o.) and Rumford Falls, 52.88 m.; c. p. 6 t. a. w., Rumford Junction (n. o.) and Mechanic Falls, 11.63 m.	18.89	Dollars, 212.04	Dollars, 24,883.71	r. p. o. pay, \$2,851.50 per annum, \$25 per m. for 114.06 m.
101013	Bangor, Bucksport ...	do	20.38	1,077	19.80		13	88.07	1,794.86	
101014	Milo Junction, Greenville Junction.	Bangor and Aroostook R. R. Co.	48.84	829	27		14.80	77.81	3,800.24	
101015	Rockland, Brunswick	Maine Central R. R. Co.	57.04	4,018	21.70		19.28	156.47	8,925.04	Route restated.
101016	Houlton, New Brunswick Line (n. o.).	Canadian Pacific Rwy. Co.	3.12	105	27.24		12	42.75	133.38	
101017	Calais, Princeton ...	Washington County R. R. Co.	21.16	111	16.07		6	42.75	904.59	
101018	Oakland, Bingham ...	Somerset Rwy.	41.59	742	24.66		13.51	74.39	3,083.88	
101019	Rumford Junction (n. o.), Rumford Falls.	Portland and Rumford Falls Rwy. Co.	52.94	1,666	27.90		13.31	117.99	6,246.39	

101020	Farmington, Phillips.	Sandy River R. R. Co.	18.38	713	21.60	apt. 10 by 5.10, Farmington and Phillips, 18 m.; c. p. 6 t. a. w., Farmington and Phillips, 18.38 m.	12	72.66	1,885.85
101021	Lewiston, Lewiston Junction.	Grand Trunk Rwy. Co. of Canada.	5.50	444	24.66	c. p. 12 out, 18 in, Lewiston and Lewiston Junction, 5.50 m.	15	59.85	329.17
101022	Vacant.	Monson R. R. Co.	6.26	106	18	c. p. 18 t. a. w., Monson Junction (n. o.) and Monson, 6.26 m.	18	42.75	287.61
101023	Monson Junction (n. o.), Monson.	Maine Central R. R. Co.	43.36	4,185	23.14	apt. 16.2 by 8.9, 6 t. a. w.; 16 by 8.9, 6 t. a. w., Bangor and Mount Desert Ferry, 43.72 m.; 20.2 by 9.2, 6 t. a. w., Bangor and Washington Junction, 31.84 m.	14.02	159.08	6,896.54
101024	Bangor, Mount Desert Ferry.					c. p. 12 out, 18 in, Strong and Kingsfield, 15.22 m.; 6 out, 12 in, thence to Carrebasett, 11.45 m.; c. p. 18 t. a. w., Hartland and Pittsfield, 8.49 m.	12.42	43.61	1,163.07
101025	Strong, Carrebasett.	Franklin and Megantic Rwy. Co.	26.67	219	16.25	c. p. 24 out, 36 in, Kennebunk Port and Kennebunk Beach, 1.74 m., 30 in, thence to Kennebunk Station (n. o.), 3.01 m.	30	45.82	215.27
101026	Hartland, Pittsfield.	Sebastico and Moosehead R. R. Co.	8.49	252	20.33	apt. 10.1 by 4.3, 12 t. a. w., Harrison and Bridge Junction (n. o.), 21.27 m.; c. p. 6 t. a. w., Harrison and Bridge Junction (n. o.), 21.89 m.	18	62.42	1,865.37
101027	Kennebunk Port, Kennebunk Station (n. o.).	Bridgton and Saco River R. R. Co.	4.75	242	18.73	c. p. 12 t. a. w., Greenville and Lowellton, 64.36 m.; 6 t. a. w., thence to Boundary Line (n. o.), 4.15 m.	11.64	42.75	2,926.66
101028	Vacant.	Canadian Pacific Rwy. Co.	21.89	484	15.3	c. p. 18 out, 24 in, Togus and Randolph, 5.09 m.	21	48.74	248.08
101029	Harrison, Bridgton Junction (n. o.).	Kennebec R. R. Co.	68.46	111	28.23	apt. 10 by 5.10, 6 t. a. w., Phillips and Rangeley, 28.60 m.; c. p. 6 t. a. w., Phillips and Rangeley, 29.06 m.	12	48.74	1,416.88
101030	Greenville Junction, Boundary Line (n. o.).	Phillips and Rangeley R. R. Co.	5.09	287	15	c. p. 12 t. a. w., Union and West Warren, 8.24 m.	12	46.17	380.44
101031	Togus, Randolph.	Georges Valley R. R. Co.	29.06	290	13.38	apt. 30 by 9.6 t. a. w.; 20.2 by 9.2, 6 t. a. w., Washington Junction (n. o.) and Calais, 102.04 m.	12	139.37	14,249.18
101032	Phillips, Rangeley.	Washington County R. R. Co.	8.24	251	14.40	c. p. 24 out, 30 in, Ayers and Eastport, 16.31 m.	27	78.66	1,282.94
101033	Union, West Warren.	do	102.24	2,824	28.12	c. p. 12 out, 18 in, Fort Fairfield and Thair, 13.90 m.	15	47.88	665.53
101034	Washington Junction (n. o.), Calais.	do	16.31	849	21.00	apt. 21 by 9.6 t. a. w.; 20 by 9.6, 6 t. a. w., Caribou and Milo Junction, 160.61 m.; 21 by 9.6 t. a. w.; 20 by 9.6 t. a. w.; 18 by 9.6 t. a. w., thence to Oldtown, 27.20 m.; c. p. 6 out, Brownville and Milo Junction, 5.96 m., 6 in, Fort Fairfield and Caribou, 20.98 m.	12.42	138.51	26,124.37
101035	Ayers, Eastport.	Bangor and Aroostook R. R. Co.	13.90	282	24.71	c. p. 18 t. a. w., Canton and Livermore Falls, 11.23 m.	18	42.75	480.06
101036	Vacant.	do	188.61	2,776	29.4				
101037	Fort Fairfield, Thair.	do							
101038	Caribou, Oldtown.	do							
101039	Canton, Livermore Falls.	Portland and Rumford Falls Rwy.	11.23	167	25.14				

102006	Groveton, N. H., Boston, Mass.	Boston and Maine R. R.	220.05	11.164	26.97	r. p. o. authorized, 1.1.40 ft., Meredith and Concord, N. H., 37.08 m.; 3.1.40 ft., Concord, N. H., to Boston, Mass., 73.33 m.; r. p. o. run, 44.9 by 9.6 t. a. w., Groveton Junction and Concord, 146.61 m.; 44.9 by 9.6 t. a. w., 49.9 by 9.3, 6 out, 42.6 by 9.7 out, 43.10 by 8.7 in, 42 by 8.6 in, Concord and Boston, 73.33 m.; apt., 20.7 by 8.6, 6 t. a. w., Lancaster and Woodville, 43.34 m.; 20.7 by 8.6, 6 t. a. w., 30.2 by 9.2, 6 t. a. w., thence to Concord, 93.60 m.; 30.2 by 9.2, 6 t. a. w., 17.3 by 9.6 out, 17.1 by 8.9, 6 in, thence to Manchester 17.65 m.; 30.2 by 9.2, 6 t. a. w., thence to Nashua Junction, 16.71 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., thence to North Chelmsford, 10.40 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., 17.6 by 9.2, 6 t. a. w., thence to Lowell, 3.01 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., 25.9 by 8.9, 6 out, 12 in, thence to North Billerica, 3.76 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., thence to Somerville Junction, 18.98 m.; 30.2 by 9.2, 6 t. a. w., 19.8 by 8.11, 12 t. a. w., 25.9 by 8.9, 12 t. a. w., thence to Boston, 2.82 m.; c. p. 12 t. a. w., Groveton and Lancaster, 9.78 m.; 12 out, 7 in, thence to Wing Road, 16.18 m.; 12 out, 13 in, thence to Littleton, 5.90 m.; 12 out, 20 in, thence to Wells River, 20.88 m.; 6 out, 13 in, thence to Plymouth, 42.70 m.; 6 out, 19 in, thence to Lakeport, 22.34 m.; 6 out, 31 in, thence to Laconia, 1.36 m.; 6 out, 19 in, thence to East Concord, 23.41 m.; 6 out, 25 in, thence to Concord, 2.17 m.; 58 out, 9 in, thence to Hookset, 8.70 m.; 46 out, 26 in, thence to Manchester Junction, 16.71 m.; 39 out, 20 in, thence to Lowell, 13.41 m.; 75 out, 50 in, thence to Wilmington, 10.34 m.; 57 out, 56 in, thence to Montvale Junction, 3.45 m.; 139 out, 112 in, thence to Winchester, 1.95 m.; 145 t. a. w., thence to West Medford, 2.34 m.; 179 out, 166 in, thence to Tufts College, 1.46 m.; 185 out, 175 in, thence to Somerville Junction, 1.31 m.; 252 out, 233 in, thence to Boston, 2.82 m.	49.08	236.84	52.116.64	r. p. o. pay, \$6,441.75 per annum, \$25 per m., for 57.08 m., and \$75 per m. for 73.83 m.
102007	Fabryan House, Wing Road (n. o.).	.....do.....	13.50	439	21.48	c. p. 12 t. a. w., Fabryan House and Twin Mountain, 4.83 m.; 18 t. a. w., thence to Wing Road (n. o.), 8.67 m.	15.94	59.00	796.50	

102014	Conway Junction (n. o.), Me., Intervale Junction (n. o.), N. H.	.....do.....	73.41	1,604	26.35	apt. 19.9 by 8.1, 6 t. a. w., and 25.10 by 9.3, 6 l. a. w., Conway Junction and Sanbornville, 30.35 m.; 19.9 by 8.1, 3 t. a. w., and 25.10 by 9.3 t. a. w., thence to North Conway, 41.44 m.; c. p. 6 in, Conway Junction and Somersworth, 5.90 m.; 6 t. a. w., thence to Rochester, 6.40 m.; 6 out and 12 in, thence to Sanbornville, 18.05 m.; 6 t. a. w., thence to North Conway, 41.44 m.; 6 out and 12 in, thence to Intervale Junction, 1.62 m.; c. p. 12 t. a. w., Sanbornville and Wolfboro, 12.18 m.	14.91	111.15	8,159.52	Route restated.
102015	Sanbornville, Wolfboro.	.....do.....	12.18	305	26.80	apt. 12.18 m.	12	49.59	604.00	
102016	Portsmouth, Lakeport	.....do.....	56.41	659	24.84	apt. 14.10 by 8.11, 12 t. a. w., Dover and Alton Bay, 28 m.; c. p. 31 out and 24 in, Portsmouth and Dover, 11 m.; 6 t. a. w., thence to Alton Bay, 28 m.; 12 t. a. w., thence to Lakeport, 17.41 m.	18	70.11	8,954.90	
101017	Fabyan House, N. H., South Lunenburg, Vt.	Maine Central R. R. Co.	20.98	740	24	apt. 17.11 by 8.10, 3 t. a. w., 21.2 by 9.3 t. a. w., Fabyan House and South Lunenburg, 20.22 m.; c. p. 6 t. a. w., 20.93 m.	12	74.39	1,556.96	
102018	Whitefield Junction (n. o.), Jefferson.	Boston and Maine R. R.	12.11	214	20.46	c. p. 36 out and 30 in, Whitefield Junction and Whitefield, 0.61 m.; 36 out and 18 in, thence to Meadows, 7.59 m.; 30 out and 18 in, thence to Jefferson, 3.91 m.	26.33	43.61	528.11	
102019	Belmont, Junction (n. o.).	.....do.....	4.28	91	15.74	c. p. 12 t. a. w., Belmont and Junction, 4.28 m.	12	42.75	182.97	
102020	Franklin, Bristol.	.....do.....	13.36	419	30.16	c. p. 12 t. a. w., Franklin and Bristol, 13.36 m.	12	58.14	776.75	
102021	Rollinsford (n. o.), Somersworth.	.....do.....	2.87	478	25.77	c. p. 42 t. a. w., Rollinsford and Somersworth, 2.87 m.	42	62.42	179.14	
102022	Plymouth, Lincoln.	.....do.....	21.91	402	.....	apt. 20.6 by 6.6, 12 t. a. w., Plymouth and North Woodstock, 20.58 m.; c. p. 6 out, Plymouth and Lincoln, 21.91 m.; 6 in North Woodstock and Plymouth, 20.82 m.	17.12	56.48	1,286.38	
102023	Meadows, Berlin.	.....do.....	21.56	113	25.05	c. p. 12 t. a. w., Meadows and Berlin, 21.56 m.	12	42.75	921.69	
102024	Vacant.	.....do.....	82.46	271	23.70	apt. 12.5 by 6.2, 6 out, and 14 by 8.6 in, Quebec Junction and North Stratford Station, 32.46 m.; c. p. 24 out and 18 in, Quebec Junction and North Stratford Station, 32.46 m.	27	47.08	1,525.59	
102025	Quebec Junction (n. o.), North Stratford Station (n. o.).	Maine Central R. R. Co.	5.34	670	19.93	apt. 20 by 7.6 out, Franklin Junction to Tilton, 5.32 m.; c. p. 6 t. a. w., Franklin Junction and Franklin Falls, 1.89 m.; 12 out and 18 in, thence to Tilton, 3.45 m.	14.81	70.97	378.97	
102026	Franklin Junction (n. o.), Tilton.	Boston and Maine R. R.	5.44	108	17.76	c. p. 12 t. a. w., New Boston and Franklin Station, 5.44 m.	12	42.75	282.56	
102027	New Boston, Parkers Station (n. o.).	.....do.....	24	279	15.96	c. p. 6 t. a. w., Wilmington and Whitingham Station, 9 m.; 6 out and 12 in, thence to Readsbury, 4 m.; 12 t. a. w., thence to Hoosac Tunnel, 11 m.	9.25	47.88	1,149.12	
103001	Wilmington Vt., Hoosac Tunnel (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R. Co.								

108006	Swanton Junction, Canada Line (n.o.).	Central Vermont Rwy. Co.	10.56	7,071	29.64	c. p. 20 out and 32 in, Swanton Junction and East Swanton, 3.48 m.; 20 out and 26 in, thence to Highgate Springs, 4.20 m.; 20 t. a. w., thence to Canada Line (n.o.), 2.90 m.	23.16	192.38	2,085.38
108007	St. Albans, Richford	.....do.....	28.56	897	16.08	apt. 8.2 by 7.12 t. a. w., St. Albans and Richford, 28.56 m.; c. p. 6 out, St. Albans and Richford, 28.56 m.	15	80.37	2,296.36
108008	Leicester Junction, Vt., Addison Junction, N. Y.	Rutland R. R. Co.	15.81	108	11.76	c. p. 12 out and 6 in, Leicester Junction and Addison Junction, 15.81 m.	9	42.75	675.87
108009	Richford, Newport	Canadian Pacific Rwy. Co.	20.99	447	28.99	c. p. 18 t. a. w., Richford and Newport, 20.99 m.	18	58.85	1,256.25
108010	White River Junction, Derby Line.	Boston and Maine R. R.	110.18	7,182	25.45	r. p. o. authorized, 21.40 ft., White River Junction and Newport, 104.20 m.; r. p. o. run, 41 by 9, 3 t. a. w.; 44.6 by 9.1, 3 t. a. w.; 44.11 by 8.4, 3 t. a. w.; and 44.6 by 9, 3 t. a. w., White River Junction and Newport, 104.20 m.; c. p. 24 out and 6 in., White River Junction and Norwich, 4.28 m.; 12 out, thence to Wells River, 36.23 m.; 12 out and 6 in, thence to St. Johnsbury, 20.21 m.; 12 t. a. w., thence to Lyndonville, 8.78 m.; 6 out and 12 in, thence to Newport, 34.80 m.; 18 t. a. w., thence to North Derby, 5.13 m.; 12 out and 18 in, thence to Derby Line, 0.75 m.	25.96	194.09	21,884.83
108011	South Lunenburg, Swanton.	.....do.....	118.63	1,449	21.59	apt. 21.2 by 9.3, 3 t. a. w., and 18.5 by 8.10, 3 t. a. w., South Lunenburg and Swanton, 117.76 m.; 12.1 by 7.1, 6 t. a. w., St. Johnsbury and Swanton, 95.64 m.; c. p. 6 t. a. w., South Lunenburg and West Concord, 14.76 m.; 6 out and 12 in, thence to St. Johnsbury, 7.96 m.	12.14	104.31	12,374.29
108012	Wells River, Montpelier.	Montpelier and Wells River R. R.	38.89	1,084	22.62	apt. 18.8 by 6.9, 12 t. a. w., Wells River and Montpelier, 38.20 m.; c. p. 6 in, Montpelier and Marshfield, 15.77 m.	13.21	88.92	3,458.09
108013	White River Junction, Woodstock.	Woodstock Rwy. Co. . .	14.55	535	18.54	c. p. 18 t. a. w., White River Junction and Woodstock, 14.55 m.	18	64.98	945.45
108014	Burlington, Cambridge Junction.	Central Vermont Rwy. Co.	34.01	2,511	23.82	apt. 23.6 by 6, 12 t. a. w., Burlington and Cambridge Junction, 34 m.; 26.5 by 6.7, 6 t. a. w., and 25.6 by 9, 7 out, and 25.10 by 8.10, 7 in, Burlington and Essex Junction, 8 m.; c. p. 30 out and 19 in, Burlington and Essex Junction, 8 m.	19.40	135.09	4,594.41
108015	Rutland, Bennington.	Rutland R. R. Co.	57.31	6,297	31.62	apt. 22 by 9, 12 t. a. w., and 25.1 by 8.10, 7 out; 20.6 by 9, 7 in, Rutland and North Bennington, 52.50 m.; c. p. 6 t. a. w., Rutland and North Bennington, 52.50 m.; 50 t. a. w., North Bennington and Bennington, 4.81 m.	27.09	184.68	10,584.01
108016	Brattleboro, South Londonderry.	Central Vermont Rwy. Co.	36.31	490	11.82	apt. 10.2 by 7.6 t. a. w., Brattleboro and South Londonderry, 36 m.; c. p. 6 t. a. w., Brattleboro and South Londonderry, 36.31 m.	12	62.42	2,266.47

r. p. o. pay \$5,210 per annum, \$50 per mile for 104.30 miles, White River Junction and Newport.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini. (n. o.), Williams-town.	Corporate title of company.	Length of route. Miles.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation. Dollars.	Remarks.
108017	VERMONT—continued. Montpelier Junction (n. o.), Williams-town.	Central Vermont Rwy. Co.	15.20	698	9.84	<i>Feet and inches.</i> c. p. 38 out and 31 in, Montpelier Junction and Montpelier, 1.30 m.; 30 t. a. w., thence to Barre, 5.20 m.; 12 t. a. w., thence to Williams-town, 8.50 m.	20.37	68.40	Dollars. 1,089.68	
108018	North Bennington, State Line (n. o.).	Rutland R. R. Co.	2.01	7,174	31.68	apt. 22 by 9, 12 t. a. w., North Bennington and State Line, 1.85 m.; 25.6 by 9, 7 in, 25.1 by 8.10, 7 out, North Bennington and State Line, 1.85 m.; c. p. 6 t. a. w., North Bennington and State Line, 2.04 m.	25	194.09	390.12	
108019	Barre, Junction (n. o.).	Montpelier and Wells River R. R.	4.44	89	19.48	c. p. 12 t. a. w., Barre and Junction (n. o.), 4.44 m.	12	42.75	189.81	
108020	Bristol, New Haven Depot (n. o.).	Bristol R. R. Co.	6.59	301	26.36	c. p. 18 t. a. w., Bristol and New Haven Depot, 6.59 m.	18	49.59	326.79	
108021	Bellows Falls, Burlington.	Rutland R. R. Co.	120.19	7,619	24.85	c. p. o. authorized 1 l. 40 ft., Bellows Falls and Burlington, 120 m.; t. p. o. run, 50.7 by 9, 6 out, and 45.4 by 8.11, 6 in, Bellows Falls and Burlington, 120 m.; apt. 21 by 6.10, 6 t. a. w., Bellows Falls and Rutland, 52.80 m.; 25.6 by 9, 7 out, and 25.1 by 8.10, 7 in, Rutland and Burlington, 67.20 m.; c. p. 12 t. a. w., Bellows Falls and Rutland, 52.99 m.; 19 out and 18 in, thence to Proctor, 6.10 m.; 13 out and 18 in, thence to Brandon, 10.20 m.; 12 out and 18 in, thence to North Ferrisburg, 35 m.; 12 out and 18 in, thence to Burlington, 15.90 m.	26.43	196.36	23,840.88	r. p. o. pay \$3,000 per annum, \$25 per mile for 120 miles, Bellows Falls and Burlington.
108022	State Line (n. o.), Hoosick Junction (n. o.).	Boston and Maine R. R.	5.04	7,179	26.16	apt. 22 by 9, 12 t. a. w., State Line and Hoosick Junction, 5.04 m.; 25.6 by 9, 7 in, and 25.1 by 8.10, 7 out, State Line and Hoosick Junction, 5.04 m.; c. p. 6 t. a. w., State Line and Hoosick Junction, 5.04 m.	25	194.09	978.21	

MASSACHUSETTS.	Boston, Mass., Portland, Me.	Boston and Maine R. R.	108.17	73.448	26.89	r. p. o. authorized 14 l. 60 ft. and 1 l. 40 ft., Boston and Portland, 108.47 m.; r. p. o. run, 59.3 by 9.2, 4 out and 8 in; 60 by 9.2, 8 out and 4 in; 49.3, 3 t. a. w.; 44 by 9.1, 3 t. a. w.; 59.9, 4 in.; 69.4, 3 in, Boston and Portland, 108.47 m.; 89.9, 1 out, Boston and North Berwick, 74.69 m.; 2 storage cars, 6 in, Boston and Portland, 108.47 m.; c. p. 142 out and 137 in, Boston and Everett, 3.12 m.; 136 out and 123 in, thence to West Lynn, 7.53 m.; 148 out and 125 in, thence to Lynn, 6.96 m.; 147 out and 112 in, thence to Swampscott, 1.19 m.; 129 out and 94 in, thence to Salem, 3.53 m.; 80 out and 71 in, thence to Beverly, 2 m.; 84 out and 43 in, thence to Wenham, 4.41 m.; 84 out and 37 in, thence to Newburyport, 6.15 m.; 66 out and 49 in, thence to Salisbury, 2.69 m.; 36 out and 19 in, thence to Hampton, 4.99 m.; 36 out and 13 in, thence to Portsmouth, 12.55 m.; 34 out and 6 in, thence to Conway Junction, 10.54 m.; 18 out, thence to Fowey, 41.02 m.	63.27	902.08	97,843.19	r. p. o. pay \$10,847 per annum, \$100 per mile for 108.47 miles, Boston and Portland.
104001	Boston, West Lynn (n. o.).	.....do.....	12.58	267	16.42	c. p. 30 out and 43 in, Boston and Everett, 2.76 m.; 36 t. a. w., thence to Franklin Park, 5.17 m.; 30 out and 36 in, thence to Cliffdale, 0.51 m.; 30 out and 36 in, thence to Sagus, 1.13 m.; 18 and 30 in, thence to East Lynn, 1.03 m.; 12 out and 24 in, thence to West Lynn, 1.01 m.; 22 by 8.11, 24 t. a. w., Beverly and Rockport, 16.99 m.; c. p. 25 out and 13 in, Beverly and Gloucester, 13.24 m.	32.64	47.08	589.28	
104002	Beverly, Rockport.....	.....do.....	17.58	2,055	23.50	c. p. 30 out and 24 in, Salem and Marblehead, 4.03 m.	38.30	128.26	2,254.63	
104003	Salem, Marblehead.....	.....do.....	4.03	260	21.72	c. p. 66 out and 73 in to Peabody, 2.10 m.; 42 out and 30 in, thence to Danvers, 2.90 m.; 24 out and 30 in, thence to Hathorne, 2.34 m.; 24 out and 18 in, thence to Middleton, 2.29 m.; 18 out and 18 in, thence to Junction, 11.69 m.	27	47.08	189.53	
104004	Salem, Junction G (n. o.).	.....do.....	21.82	231	21.83	c. p. 12 t. a. w., Ashland and Hayden Row, 6.82 m.; 24 t. a. w., thence to Franklin, 8.50 m.; 6 out and 12 in, thence to West Wenham, 3.70 m.; 6 out and 12 in, thence to Diamond Hill, 2.10 m.; 16 t. a. w., thence to Valley Falls, 8.62 m.	26.28	44.46	947.88	
104005	Ashland, Mass., Valley Falls, R. I.	New York, New Haven and Hartford R. R. Co.	34.94	125	24.31		15.58	42.76	1,493.68	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>			<i>42</i>	<i>Dollars.</i> 106.86	<i>Dollars.</i> 471.94	
104007	MASSACHUSETTS—continued. Salisbury, Amesbury.	Boston and Maine R. R.	4.41	1,512	23.42	<i>Feet and inches.</i> apt. 17.1 by 9, 12 t. a. w., Salisbury and Amesbury, 3.80 m.; c. p. 30 t. a. w., Salisbury and Amesbury, 4.41 m.				
104008	Wenham Depot, Essex	.....do	5.44	114	18.20	c. p. 18 t. a. w., Wenham Depot and Essex, 5.44 m.	18	42.75	232.56	
104009	Swampscott Junction (n. o.), Marblehead.	.....do	4.79	173	13.69	c. p. et. a. w., Swampscott Junction and Clifton, 2.47 m.; 18 out and 24 in, thence to Marblehead, 2.32 m.	13.26	42.75	204.77	
104010	Wakefield, Peabody	.....do	7.78	83	20.55	c. p. 18 out and 24 in, Wakefield and Montrose, 1.75 m.; 18 out and 12 in, thence to Lynnfield, 3.3 m.; 12 out and 6 in, thence to Peabody, 3.99 m.	13.27	42.75	332.50	
104011	Boston, Mass., Portland, Me.	.....do	114.78	17,000	23.08	r. p. authorized 41.60 ft. and 14.1.40 ft., 14.78 m.; c. o. run, 59.6 out; 41.12 t. a. w., Boston and Portland, 114.78 m.; 59.1 out North Beach and Portland, 37.09 m.; 40.6 out, 11.78 m.; apt. 17.1 by 9, 12 t. a. w., Boston and Wakefield Junction, 9.38 m.; 14 by 8.11 t. a. w., Boston and Andover, 22.68 m.; and 12.55 t. a. w., Andover and South Lawrence, 2.55 m.; c. p. 191 out and 90 in, Boston and Wellington, 3.19 m.; 131 out and 101 in, thence to Malden, 1.46 m.; 118 out and 109 in, thence to Fells, 0.97 m.; 106 out and 98 in, thence to Melrose, 1.12 m.; 113 out and 101 in, thence to Melrose Highlands, 0.70 m.; 94 out and 101 in, thence to Greenwood, 1.08 m.; 94 out and 100 in, thence to Wakefield Junction, 0.91 m.; 70 out and 106 in, thence to Wakefield, 0.32 m.; 58 out and 105 in, thence	76.17	299.26	34,847.91	r. p. o. pay, \$3,605.50 per annum; \$75 per mile for 114.78 miles, Boston and Portland.

[illegible]

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
104021	MASSACHUSETTS—continued. Boston, Mass., Troy, N. Y.	Boston and Maine R. R.	Miles. 191.41	Pounds. 12,359	27.90	r. p. o. authorized, 1 1/2 ft. and 2 1/4 ft., Boston to Fitchburg, Mass., 49.60 m.; 1 1/2, 50 ft. and 1 1/4 ft., thence to Troy, N. Y., 141.81 m. Cars run: 50.2 by 8.7 out and 55 by 8.9 each 6 t. a. w.; 50.7 by 9.1, 6 out and 45.4 by 8.11, 6 in, Boston and South Ashburnham, 59.99 m.; 50.2 by 8.7 and 55 by 8.9 each 6 t. a. w., thence to Troy, 131.42 m.; apt. 25 by 9, 6 t. a. w., Boston and Ayer 36.07 m.; no apt., thence to Fitchburg, 13.53 m.; 21 by 6.16, 6 t. a. w., thence to South Ashburnham, 10.39 m.; no apt., thence to Hoosick Junction, 104.92 m.; 25.1 by 8.10, 6 out, and 25.6 by 9, 6 in, thence to Eagle Bridge, 3.18 m.; 25.1 by 8.10, 6 out, and 25.6 by 9, 6 in, and 20.3 by 6.10, 6 t. a. w., thence to Troy, 23.32 m.; c. p., 131 out, 123 in, Boston and West Cambridge, 4.30 m.; 88 out, 86 in, thence to Waverly, 3.14 m.; 70 out, 80 in, thence to Waltham, 2.42 m.; 52 out, 74 in, thence to Concord, 10.23 m.; 52 out, 68 in, thence to Concord Junction, 1.53 m.; 46 out, 50 in, thence to South Acton, 3.24 m.; 46 out, 44 in, thence to Shirley, 3.52 m.; 40 out, 44 in, thence to Fitchburg, 10.01 m.; 40 out, 57 in, thence to South Ashburnham, 10.39 m.; 32 out, 38 in, thence to Athol, 21.85 m.; 32 out, 37 in, thence to Orange, 4.28 m.; 26 out, 37 in, thence to Greenfield, 19.15 m.; 26 out, 24 in, thence to North Adams, 37.08 m.; 38 out, 30 in, thence to Hoosick, 17.66 m.; 38 out, 31 in, thence to Hoosick June-	57.13	Dollars. 248.81	Dollars. 47,624.72	r. p. o. car pay, \$13,681.65 per annum, being \$90 per mile for 49.60 miles and \$65 per mile for 141.81 miles.

104022 104023	Vacant. South Acton, Marlboro	do	12.64	307	24.78	no apt. c. p. 38 out, 42 in, South Acton and Marlboro, 2.41 m.; 38 t. a. w., thence to Glean- sonville, 10.27 m., and 44 out, 31 in, thence to Troy, 16.23 m.	31.19	49.59	626.81
104024	Ayer, Mass., Green- ville, N. H.	do	23.88	787	20.76	no apt. c. p. 38 out, 42 in, South Acton and Marlboro, 4.08 m.	18	76.10	1,817.26
104025	Boston, Mass., Al- bany, N. Y.	New York Central and Hudson River R. R. Co.	232.10	126,467	31.20	Mass., and Greenville, N. H., 23.88 m. t. p. o. authorized, 31.60 ft., 31.55 ft., and 11 m.; 21.60 ft., 11.55 ft., and 11.40 ft., thence to Albany, N. Y., 103.47 m. Cars run: 60 by 9.6, 60.1 by 8.11, 60.6 by 8.10, 62.2 by 8.10, 6 out, and 60 by 8.10, 60 by 8.6, 60.6 by 9.1, 7 in; 55 by 8.8, 56.3 by 8.8, 60.3 by 9, 62.2 by 8.10, 6 in; Bos- ton and Springfield, Mass.: 60 by 8.6, 60.6 by 9.1, 7 t. a. w.; 56.3 by 8.5, 62.2 by 8.10, 6 t. a. w., thence to Albany, N. Y. Storage cars: 60 by 8.8, 7 t. a. w.; 60 by 9, 6 out and 45 by 8.3, 7 out, Boston and Albany, 262.10 m.; apt. c. p. 63, 12 t. a. w. and 8.3 by 8.1, 12 t. a. w., Boston and Riverside Junction, 10.71 m., and 14 by 6.3, 12 t. a. w., thence to South Framing- ham, 10.30 m.; c. p. 172 out, 183 in, Boston and Newton, 1.90 m.; 160 out, 189 in, thence to Newtonville, 1.07 m.; 145 out, 180 in, thence to West Newton, 1.07 m.; 136 out, 174 in, thence to Abington, 1.10 m.; 130 out, 156 in, thence to Wellesley Hills, 3.21 m., 124 out, 145 in, thence to Wellesley, 1.24 m., 124 out, 144 in, thence to Natick, 2.84 m., 124 out, 137 in, thence to South Framing- ham, 3.78 m.; 80 out, 76 in, thence to West Newton, 10.79 m.; 81 out, 76 in, thence to Worcester, 12.10 m.; 50 out, 47 in, thence to Springfield, 54.83 m.; 88 out, 46 in, thence to Middletown, 2.37 m.; 82 out, 46 in, thence to Westfield, 7 m.; 81 out, 45 in, thence to Chester, 17.97 m.; 31 out, 39 in, thence to Hinsdale, 15.99 m.; 31 out, 45 in, thence to Pittsfield, 8.60 m.; 37 out, 39 in, thence to Chatham, 26.64 m.; 31 out, 33 in, thence to Chatham Center, 4.88 m., and 31 out, 39 in, thence to Albany, 20.02 m.	92.39	1,468.99	296,862.66

r. p. o. car pay \$50.162
per annum, \$325 per
mile for 98.63 miles,
and \$175 per mile for
108.47 miles.

		(New York, New Ha- ven and Hartford R. E. Co.	(15.76) 2.75 22.06		645	22.98		39.68	70.11 6.94 70.11	2,699.66	(Route restated. From Islington Junction to Norwood Junc- tion, 2.75 miles, lap over route 106007.
104086	Boston, Attleboro										
104087	Canton Junction, Stoughton.	.....do.....	4.21		710	28.09		43.14	72.68	305.98	
104088	Boston, Provincetown.....	.....do.....	120.44		6,821	27.82		57.74	184.68	22,242.85	r. p. o. car pay, \$6,006.50 per annum; \$50 per m. for 120.17 m.
104089	Middleboro, Somerset Junction (n. o.).	.....do.....	16.57		106	30.11		18.43	42.75	665.61	
104090	South Abington Sta- tion (n. o.), Bridge- water.	.....do.....	8.30		120	25.15		24.58	42.75	354.82	
104091 104092	Vacant. Vacant.										

(no apt. c. p. 99 out, 74 in, Boston and Jamaica Plain, 4.50 m.; 98 out, 61 in, thence to Roslindale, 2.01 m.; 85 out, 61 in, thence to West Roxbury, 1.62 m.; 67 out, 31 in, thence to Dedham, 2.44 m.; 48 out, 6 in, thence to Walnut Hill, 91 m.; 60 out, 24 in, thence to Readville, 1.37 m.; 30 out, 24 in, thence to East Walpole, 7.57 m.; 30 t. a. w., thence to Walpole Junction, 3.75 m.; 24 t. a. w., thence to North Attleboro, 11.80 m.; 30 t. a. w., thence to Attleboro Falls, 1.68 m.; and 31 t. a. w., thence to Attleboro, 2.91 m.; no apt. c. p. 48 out, 42 in, Canton Junction and West Stoughton, 2.91 m., and 42 out, 36 in, thence to Stoughton, 1.30 m. r. p. o. authorized, 21.40 ft., Boston and Provincetown, 120.17 m., cars run, 40 by 8.10, 12 t. a. w. and 40 by 9.6 t. a. w., Boston and Buzzards Bay, 54.60 m.; 40 by 8.10, 12 t. a. w., thence to Provincetown, 65.57 m.; apt. 22.10 by 8.11, 12 t. a. w.; 21.84 by 8.10, 12 t. a. w.; 20 by 8.10, 6 t. a. w., and 17.8 by 6.10, 6 t. a. w., Boston and Braintree, 10.12 m.; 22.10 by 8.11, 12 t. a. w.; 20 by 8.10, 6 t. a. w., and 17.8 by 6.10, 6 t. a. w., thence to South Braintree, 1.31 m.; no apt., residue, 108.74 m.; c. p. 291 out, 290 in, Boston and Harrison Square, 3.63 m.; 230 out, 242 in, thence to Atlantic, 1.89 m.; 212 out, 2.30 in, thence to Wollaston, 1.21 m.; 212 t. a. w., thence to Quincy, 1.27 m.; 180 out, 174 in, thence to Braintree, 2.12 m.; 174 out, 144 in, thence to South Braintree, 1.31 m.; 125 out, 113 in, thence to Holbrook, 3.55 m.; 119 out, 107 in, thence to Brockton, 5.05 m.; 105 out, 81 in, thence to Campello, 1.58 m.; 69 out, 44 in, thence to Westdale, 3.33 m.; 63 a. w., thence to Bridgewater, 2 m.; 44 t. a. w., thence to Titicut, 3.53 m.; 44 out, 38 in, thence to Middleboro, 4.15 m.; 19 out, 14 in, thence to Wareham, 14.65 m.; 19 out, 8 in, thence to Buzzards Bay, 5.33 m.; and 7 out, 2 in, thence to Yarmouth, 20.96 m. no apt. c. p. 12 out, 18 in, Middleboro and Lakeville, 2.76 m.; 12 t. a. w., thence to Free-town, 8.11 m., and 18 out, 12 in, thence to Somerset Junction (n. o.), 4.70 m. no apt. c. p. 24 out, 36 in, South Abington Sta. and East Bridgewater, 4.07 m.; 18 out, 24 in, thence to Elmwood, 1.79 m., and 18 t. a. w., thence to Bridgewater, 2.44 m.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	MASSACHUSETTS—continued.		Miles.	Pounds.	23.33	no apt. c. p. 37 out, 80 in, Attleboro Junction (n. o.), 8.75 m.	33.50	Dollars. 82.94	Dollars. 725.72	
104043	Attleboro, Attleboro Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	8.75	958	23.33	apt. 20 by 5.10, 6 t. a. w. and 17.5 by 6.10, 6 t. a. w., South Braintree and Newport, 57.97 m.; c. p. 25 out, 6 in, South Braintree and Randolph, 3.82 m.; 19 out, 6 in, thence to Stoughton Junction, 5.33 in.; 31 out, 12 in, thence to North Easton, 2.06 m.; 25 out, 12 in, thence to South Easton, 2.14 m.; 19 out, 6 in, thence to Taunton, 11.11 m.; 53 out, 45 in, thence to Somerset Junction, 1.67 m.; 73 out, 51 in, thence to Fall River, 4.22 m., and 34 out, 21 in, thence to Newport, 18.87 m.	40.61	130.82	7,668.66	
104044	South Braintree, Mass., Newport, R. I.	.....do.....	58.62	2,196	23.13	r. o. 40 by 9, 6 t. a. w., Buzzards Bay and Woods Hole, 17.45 m. Not authorized. c. p. 18 t. a. w., Buzzards Bay and Woods Hole, 17.70 m.	24	107.73	1,906.82	
104045	Buzzards Bay, Woods Hole.	.....do.....	17.70	1,528	23.18	apt. 22.10 by 8.11, 12 t. a. w., South Braintree and Kingston, 21.87 m.; 22.10 by 8.11, 12 t. a. w. and 21.81 by 8.10, 12 t. a. w., thence to Plymouth, 4.15 m.; c. p. 51 t. a. w., South Braintree and North Abington, 6.49 m.; 51 out, 45 in, thence to Whitman, 3.35 m.; 33 t. a. w., thence to Plymouth, 8.79 m.; 33 out, 27 in, thence to North Plymouth, 5.50 m., and 33 out, 21 in, thence to Plymouth, 2.54 m.	51.64	128.25	3,420.42	
104046	South Braintree, Plymouth.	.....do.....	26.67	2,085	27.02	no apt. c. p. 18 t. a. w., Sterling Junction and Pratts Junction, 4.84 m.	18	77.81	876.60	
104047	Sterling Junction, Pratts Junction	.....do.....	4.84	834	82.18	no apt. c. p. 31 out, 25 in, Yarmouth Junction (n. o.) and Hyannis, 3.43 m.	28	44.46	152.49	
104048	Yarmouth Junction (n. o.), Hyannis.	.....do.....	3.43	226	29.97	apt. 14.5 by 6.3, 6 t. a. w., and 20.7 by 8.9, 6 t. a. w., South Framingham and Lowell, 28.57 m.; c. p. 6 out, South Framingham and Nobscot,	15.81	91.49	2,621.18	
104049	South Framingham, Lowell.	.....do.....	28.65	1,149	26.24					

104050	New Bedford, Tremont Junction (n. o.)	.....do.....	15.96	669	35.13	4.47 m.; 6 out, 1 in, thence to Chelmsford, 20.43 m.; and 6 out, 7 in, thence to Lowell, 3.75 m.	19.85	70.97	1, 131.97	
104051	New Bedford, Fitchburg.	.....do.....	90.80	2, 301	30.31	no apt. c. p. 15 t. a. w., New Bedford and Mattapoisett, 6.08 m.; and 18 out, 24 in, thence to Tremont Junction 9.87 m.; apt. 14.5 by 6.3, 6 t. a. w., Taunton and Mansfield, 10.93 m.; 14.5 by 6.3, 6 t. a. w., and 20.4 by 8.9, 6 t. a. w., thence to South Framingham, 21.29 m.; and 20.7 by 8.9, 12 t. a. w., thence to Fitchburg, 37.12 m.; no apt. New Bedford and Taunton, 20.25 m.; c. p. 43 out, 63 in, New Bedford and East Taunton Junction, 15.65 m.; 85 out, 93 in, thence to Taunton, 6.31 m.; 91 out, 101 in, thence to Attleboro Junction, 2.16 m.; 55 out, 64 in, thence to Mansfield, 8.77 m.; 36 out, 37 in, thence to Foxvale, 1.07 m.; 36 out, 31 in, thence to Foxboro, 1.87 m.; 18 out, 13 in, thence to Walpole Junction, 3.84 m.; 12 out, 7 in, thence to South Framingham, 14.51 m.; 28 out, 37 in, thence to Marlboro Junction, 8.41 m.; 19 t. a. w., thence to Clinton, 15.12 m.; 13 out, 19 in, thence to Pratts Junction, 4.69 m.; 31 out, 37 in, thence to Leominster, 4.23 m.; and 31 out, 30 in, thence to Fitchburg, 4.67 m.	44.41	132.53	11, 967.45	
104052	East Thompson, Conn., Southbridge, Mass.	.....do.....	17.80	674	25.87	no apt. c. p. 12 out, 18 in, East Thompson and Webster, 5.90 m.; 24 out, 30 in, thence to Quinebaug, 5.20 m.; and 24 t. a. w., thence to Southbridge, 6.70 m.	21.89	70.97	1, 263.26	
104053	Vacant.									
104054	South Ashburnham, Mass., Bellows Falls, Vt.	Boston and Maine R. R.	54.00	5, 983	25.72	r. p. o. authorized, 1 1/40 ft., South Ashburnham, Mass., and Bellows Falls, Vt., 53.62 m. Cars run: 50.7 by 9.1, 6 out, and 45.4 by 8.11, 6 in, South Ashburnham and Bellows Falls; apt. 21 by 6.10, 6 t. a. w., South Ashburnham and Bellows Falls, 53.62 m.; c. p. 14 out, 19 in, South Ashburnham and Winchendon, 7.96 m.; and 13 out, 19 in, thence to Bellows Falls, 46.04 m.	28.07	131.26	9, 738.04	r. p. o. carpay, \$1,340.50 per annum; \$25 per m. for 53.62 m.
104056	South Vernon Junction (n. o.), Mass., Keene, N. H.	.....do.....	24.02	570	27.61	apt. 9 by 6.9, 12 t. a. w., South Vernon Junction and Keene, 23.87 m.; c. p. 7 out, 6 in, South Vernon Junction and Hinsdale, 4.71 m.; and 13 out, 12 in, thence to Keene, 19.31 m.	23.32	66.69	1, 601.89	
104057	Vacant.									
104058	Peterboro, N. H., Worcester, Mass.	.....do.....	52.05	1, 701	19.80	apt. 20 by 6.8, 6 t. a. w., and 21 by 6.6, 6 t. a. w., Peterboro and Worcester, 31.93 m.; c. p. 1 t. a. w., Peterboro and Winchendon, 15.35 m.; 7 t. a. w., thence to Gardner, 9.71 m., and 12 t. a. w., thence to Worcester, 26.39 m.	19.69	115.43	6, 008.13	
104059	Vacant.									
104060	Vacant.									

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	MASSACHUSETTS—continued.									
104061 104062	Vacant. Brattleboro, Vt., New London, Conn.	Central Vermont Rwy. Co.	Miles. Pounds. 121.34 3,092		27.60	<i>Feet and inches.</i> r. p. o. authorized: 2 1/40 ft., Brattleboro, Vt., and South Vernon Junction (n. o.), Mass., 10 m. Cars run: 44.11 by 8.47 t. a. w., 44.6 by 9.7 t. a. w., 44.6 by 9.7, 6 t. a. w., and 41 by 8.11 t. a. w., Brattleboro and South Vernon Junction; apt. 14.4 by 8.8, 6 t. a. w., 17 by 8.31, 6 t. a. w., and 27.3 by 7, 6 t. a. w., Brattleboro and South Vernon Junction (n. o.), 10 m.; 14.4 by 8.8, 6 t. a. w., and 17 by 8.31, 6 t. a. w., thence to New London, 110.90 m.; c. p. 12 out, 18 n., Brattleboro and South Vernon Junction (n. o.), 10.25 m.; 6 t. a. w., thence to Millers Falls, 11 m.; none thence to Palmer, 34.80 m.; 12 t. a. w. thence to Willimantic, 38.60 m., and 24 out, 18 in, thence to New London, 20.79 m. apt. 14 by 8.11, 6 t. a. w., and 13.3 by 8.11, 6 t. a. w., South Lawrence Station (n. o.) and Manchester, 27.21 m.; c. p. 14 out, 13 in, South Lawrence Station (n. o.) and Perry depot, 16.08 m., and 13 t. a. w. thence to Manchester, 11.13 m. apt. 22.10 by 8.11, 6 t. a. w., and 21.84 by 8.10, 6 t. a. w., Brattleboro Junction and Kingston Station, 32.18 m.; c. p. 66 out, 72 in, Brattleboro Junction and Weymouth, 4.56 m.; 60 out, 72 in, thence to West Hingham, 4.56 m.; 64 out, 72 in, thence to Hingham, 0.78 m.; 36 t. a. w. thence to Cohasset, 4.46 m.; 24 t. a. w. thence to North Scituate, 1.88 m.; 18 out, 24 in, thence to Scituate, 3.14 m.; 18 t. a. w. thence to South Duxbury, 12.47 m.; 6 t. a. w. thence to Island Creek, 2.02 m., and 6 in, thence to Kingston Station, 1.21 m.	23.99	Dollars. 143.64	Dollars. 17,429.27	r. p. o. car pay, \$500 per annum; \$50 per m. for 10 m.
104063	South Lawrence Station (n. o.), Mass., Manchester, N. H.	Boston and Maine R. R.	27.21	1,281	24.84		25.29	97.47	2,652.15	
104064	Brattleboro Junction (n. o.), Kingston Station (n. o.).	New York, New Haven and Hartford R. R. Co.	32.18	1,527	22.79		42.42	107.73	3,466.76	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminus.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Feet and inches.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>	
104078	MASACHUSETTS—C't'd. Boston, Winthrop (Station X).	Boston, Revere Beach and Lynn R. R. Co.	4.76	558	13.63	c. p. 43 out, 37 in, Boston and Orient Heights, 8.10 m.; 31 t. a. w. thence to Winthrop Station, 1.68 m.	36.88	65.84	314.71	
104079	Orient Heights (n. o.), Revere (Station R), Boston.	.....do.....	1.82	390	20	43 out, 37 in, Orient Heights and Revere, 1.82 m.	40	55.68	101.15	
104080	Boston, Northampton	Boston and Maine R. R.	104.68	973	26.40	apt. 19.3 by 9.1, 6 t. a. w., Boston and Northampton, 104.39 m.; c. p. 30 out, 24 in, Boston and Wayland, 16.77 m.; 24 out, 18 in, thence to Hudson, 11.23 m.; 6 t. a. w., thence to Ware, 46.59 m.; 12 out, 6 in, thence to Amherst, 22.43 m.; 30 out, 37 in, thence to Northampton, 7.66 m.	19.61	88.79	8,771.13	
104081	Chatham, Harwich Junction (n. o.),	New York, New Haven and Hartford R. R. Co.	7.76	286	22.83	c. p. 12 t. a. w., Chatham and Harwich Junction (n. o.), 7.76 m.	12	45.32	351.68	Route restated.
104082	Lowell Junction (n. o.), Lowell Station	Boston and Maine R. R.	8.51	303	24.86	c. p. 25 out, 48 in, Lowell Junction and Lowell Station, 8.51 m.	36.50	49.59	422.01	
104083	Vacant.	.....do.....								
104085	Montvale Junction (n. o.), Stoneham.	.....do.....	2.55	356	14.82	c. p. 56 out, 49 in, Montvale Junction and Stoneham, 2.55 m.	52.50	53.87	137.36	
104086	Chicopee Junction (n. o.), Chicopee Falls.	.....do.....	2.39	505	11.91	c. p. 36 out, 30 in, Chicopee Junction and Chicopee Falls, 2.39 m.	33	64.12	153.24	
104087	Squannacook Junction (n. o.), Mass.; Brookline, N. H.	.....do.....	13.51	87	29.46	c. p. 12 out, 18 in, Squannacook Junction and Falmouth, 3.25 m.; 12 t. a. w., thence to Brookline, 3.25 m.	13.83	42.75	577.55	
104088	Plymouth, East Taunton Junction (n. o.),	New York, New Haven and Hartford R. R. Co.	24.24	157	29.62	c. p. 12 t. a. w., Plymouth and Middleboro, 16.19 m.; 24 t. a. w., thence to East Taunton, 5.93 m.; 42 out, 30 in, thence to East Taunton Junction, 2.12 m.	17.08	42.75	1,086.26	
104089	Peabody, North Reading.	Boston and Maine R. R.	9.60	93	19.48	c. p. 13 t. a. w., Peabody and North Reading, 9.60 m.	18	42.75	410.40	

104090	North Cambridge Junction (n.o.), Waltham.	.....do.....	6.79	513	17.10	c. p. 43 out, 31 in, North Cambridge Junction and Watertown, 3.66 m.; 25 out, 18 in, thence to Waltham, 3.13 m.	29.89	64.12	435.37
104091	Vacant.								
104092	Vacant.								
104093	Vacant.								
104094	Vacant.								
104095	Marlboro Junction (n.o.), Marlboro.	New York, New Haven and Hartford R. R. Co.	1.70	596	27.85	c. p. 41 out, 49 in, Marlboro Junction (n.o.) and Marlboro, 1.70 m.	46.50	67.55	114.88
105001	RHODE ISLAND. Providence, R. I., Worcester Station (n.o.), Mass.	New York, New Haven and Hartford R. R. Co.	43.68	5,241	28.64	apt. 20 by 9.3, 6 t. a. w., and 14 by 7.6 t. a. w., Providence and Worcester Station, 43.68 m.; c. p. 124 out, 130 in, Providence and Saylesville, 3.48 m.; 106 out, 118 in, thence to Pawtucket, 1.47 m.; 88 out, 93 in, thence to Valley Falls, 1.26 m.; 70 out, 69 in, thence to Lonsdale, 0.88 m.; 70 out, 63 in, thence to Manville, 5.60 m.; 70 out, 63 in, thence to Woonsocket, 3.69 m.; 63 t. a. w., thence to Blackstone, 1.66 m.; 44 out, 45 in, thence to Whitinsville, 8.61 m.; 38 out, 45 in, thence to Worcester, 17.03 m.	71.88	173.57	7,581.58
105002	Vacant.								
105003	Providence, R. I., Willimantic, Conn.	.....do.....	58.63	1,268	26.31	apt. 20.1 by 9.3, 6 t. a. w., 16.8 by 10.6 t. a. w., Providence and Willimantic, 58.47 m.; c. p. 12 out, 18 in, Providence and Arlington, 2.90 m.; 18 out, 12 in, thence to Washington, 11.58 m.; 6 t. a. w., thence to Plainfield, 21.12 m.	17.86	98.62	5,664.58
105004	Providence, Bristol...	.....do.....	14.86	2,806	22.97	apt. 12.11 by 6.8, 18 t. a. w., Providence and Warren, 10.84 m.; c. p. 26 out, 31 in, Providence and Warren, 16.34 m.; 42 out, 30 in, thence to Bristol, 4.32 m.	43.30	139.37	2,071.03
105005	Warren, R. I.; Fall River, Mass.	.....do.....	9.21	2,274	25.48	apt. 12.11 by 6.8, 19 out, 18 in, Warren and Fall River, 9.02 m.; c. p. 25 out, 24 in, Warren and Fall River, 9.21 m.	43	131.67	1,212.68
105006	Providence, Pascoag	.....do.....	23.17	648	23.05	apt. 20 by 8.12 t. a. w., Providence and Pascoag, 22.84 m.; c. p. 6 out, Providence and Harrisville, 21.17 m.; 12 out, 6 in, thence to Pascoag, 2 m.	15.51	70.11	1,624.44
105007	West Kingston, Narragansett Pier.	Narragansett Pier R. Co.	9.28	500	22.83	c. p. 24 t. a. w., West Kingston and Narragansett Pier, 9.28 m.	24	64.12	596.03
105008	Auburn, Hope.....	New York, New Haven and Hartford R. R. Co.	10.66	310	20.35	c. p. 30 out, 36 in, Auburn and Phenix, 8.51 m.; 24 t. a. w., thence to Hope, 2.15 m.	31.18	50.45	537.79
105009	Wood River Junction, Hope Valley.	Wood River Branch R. R. Co.	5.89	241	27.90	c. p. 18 out, 24 in, Wood River Junction and Hope Valley, 5.89 m.	21	46.32	266.98
105010	Vacant.								
105011	Woonsocket, Harrisville.	New York, New Haven and Hartford R. R. Co.	10.47	90	20.55	c. p. 12 t. a. w., Woonsocket and Glendale, 7.30 m.; 6 out, 12 in, thence to Harrisville, 8.17 m.	11.09	42.75	447.59

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch frequency of trips and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
106001	CONNECTICUT. Worcester, Mass., Groton, Conn.	New York, New Haven and Hartford R. R. Co.	Miles. 72.29	Pounds. 2,763	25.46	<i>Feet and inches.</i> apt. 20.2 by 8.8, 6 t. a. w.; 20 by 8.10, 6 t. a. w.; Worcester and Groton, 17.62; c. p. 15 out, 13 in, thence to Putnam, 10.05; 13 out, 13 in, thence to Norwich, 33.30 m.; 38 out, 26 in, thence to Groton, 12.87 m.; 38 out, c. p., 48 out, 49 in, New Britain and Berlin, 8.19 m.; 30 t. a. w. thence to Middletown, 10.01 m.	32.14	Dollars. 138.51	Dollars. 10,012.88	Route restated. Covers 106003.
106002	New Britain, Middletown.	.....do.....	13.20	527	23.86		32.69	64.98	857.73	
106003 106004	Vacant. New York, N. Y., Boston, Mass.	.....do.....	230.88	108,621	33.04	<i>r. p. o. authorized.</i> 4.1, 60 ft., 3.1, 55 ft., 2.1, 50 ft., New York, N. Y., and New Haven, Conn.; 2.1, 1.60 ft., 1.1, 55 ft., 1.1, 50 ft., New Haven, Conn., and Boston, Mass. <i>r. p. o. run.</i> 60.3 by 9.13 t. a. w.; 60.1 by 8.11, 4 t. a. w.; 60 by 9.11 t. a. w.; 60 by 8.10, 6 t. a. w.; 60 by 8.7, 4 t. a. w.; 55 by 8.8, 17 out, 20 in, 54.7 by 8.7, 3 t. a. w.; 44.5 by 8.6, 3 t. a. w.; 39.7 by 8.6, 3 t. a. w.; New York, N. Y., and New Haven, Conn., 72.78 m.; 60.3 by 9.4 out, 10 in, 60 by 9.11 t. a. w., 60 by 8.7, 4 t. a. w., 55 by 8.8, 10 t. a. w., 55 by 8.6, 3 t. a. w., 44.5 by 8.6, 3 t. a. w., thence to Readville, Mass., 148.31 m.; 60.3 by 9.10, 10 t. a. w., 60 by 9.11 t. a. w., 60 by 8.7, 4 t. a. w., 55 by 8.8, 10 t. a. w., 44.5 by 8.6, 3 t. a. w., 39.7 by 8.6, 3 t. a. w., thence to Boston, 9.79 m. Storage cars 50 by 8.8, 7 t. a. w., New York and Boston, 290.88 m.; apt. 30 by 8.71, 6 t. a. w., 25.4 by 8.84, 6 t. a. w., New York and Bridgeport, 55.92 m.; 30 by 8.71, 6 t. a. w., 25.4 by 8.84, 6 t. a. w., 151 by 6.94, 12 t. a. w., 12 by 3.6, 6 out, thence to Naugatuck Junction, 4.92 m.; 30 by 8.71, 6 t. a. w., 25.4 by 8.84, 6 t. a. w., thence to New Haven, 11.94 m.; 15.1 by 6.10, 6 t. a. w., 15.1 by	137.88	Dollars. 1,277.87	Dollars. 294,919.18	<i>r. p. o. pay.</i> \$65,570.35; \$430 per m. on 72.78 m.; \$215 per m. on 148.31 m.; \$240 per m. on 9.79 m.

6.64, 6 t. a. w., thence to New London, 50.97 m.; 20.1 by 8.10, 6 out, 19.10 by 8.11, 6 in, 20.2 by 8.8, 6 t. a. w., 20 by 8.10, 6 t. a. w., thence to Groton, 1.6 m.; 20.1 by 8.10, 6 out, 19.10 by 8.11, 6 in, thence to Readville, 95.74 m.; 20.1 by 8.10, 6 out, 19.10 by 8.11, 6 in, 20.10 by 9, 6 t. a. w., 20.7 by 8.6, 3 t. a. w., 20.1 by 8.10, 3 t. a. w., thence to Boston, 9.79 m.; c. p. 174 out, 141 in, New York and Mount Vernon, 13.63 m.; 174 out, 141 in, thence to New Rochelle, 2.99 m.; 187 out, 146 in, thence to Larchmont, 2.02 m.; 181 out, 146 in, thence to Port Chester, 7 m.; 169 out, 146 in, thence to Greenwich, 2.63 m.; 164 out, 140 in, thence to Stamford, 5.21 m.; 158 out, 140 in, thence to Rowayton, 5.95 m.; 138 out, 134 in, thence to South Norwalk, 2.11 m.; 138 out, 109 in, thence to Saugatuck, 2.94 m.; 144 out, 109 in, thence to Bridgeport, 11.44 m.; 128 out, 120 in, thence to Naugatuck Junction, 4.92 m.; 114 out, 101 in, thence to New Haven, 11.94 m.; 45 t. a. w., thence to Branford, 9.13 m.; 45 out, 13 in, thence to Clinton, 13.47 m.; 51 out, 39 in, thence to Saybrook Junction, 8.35 m.; 45 out, 39 in, thence to New London, 18.02 m.; 90 out, 89 in, thence to Groton, 1.60 m.; 64 out, 82 in, thence to Mystic, 8.08 m.; 58 out, 46 in, thence to Stonington, 3.45 m.; 57 out, 46 in, thence to Westerly, 3.47 m.; 63 out, 64 in, thence to Wickford Junction, 24.32 m.; 69 out, 64 in, thence to Davisville, 2.32 m.; 75 out, 64 in, thence to East Greenwich, 3.48 m.; 81 out, 70 in, thence to Apponaug, 2.78 m.; 87 out, 70 in, thence to Auburn, 3.50 m.; 123 out, 106 in, thence to Olneyville, 3.29 m.; 147 out, 124 in, thence to Providence, 1.83 m.; 150 out, 126 in, thence to Pawtucket, 4.50 m.; 127 out, 126 in, thence to Hebronville, 4.40 m.; 133 out, 123 in, thence to Attleboro, 3.85 m.; 93 out, 77 in, thence to Mansfield, 7 m.; 131 out, 110 in, thence to Sharon, 6.88 m.; 131 out, 126 in, thence to Canton Junction, 3.23 m.; 121 out, 128 in, thence to Readville, 5.46 m.; 221 out, 177 in, thence to Hyde Park, 1.36 m.; 201 out, 177 in, thence to Clarendon Hill, 1.12 m.; 208 out, 177 in, thence to Forest Hill, 2.14 m.; 206 out, 171 in, thence to Jamaica Plain, 0.77 m.; 257 out, 230 in, thence to Roxbury Crossing, 1.69 m.; 245 out, 230 in, thence to Boston, 2.31 m.

106008	Vernon, Melrose.....	do.....	13.12	208	20.28	thence to Newington, 5 m.; 18 out, 12 in, thence to Waterbury, 27.40 m.; 6 in, thence to Danbury, 30.60 m.	23.19	42.75	560.88
106009	New Canaan, Stamford Station (n.o.).....	do.....	7.95	327	23.53	c. p. 30 out, 42 in, Vernon and Rockville, 4.62 m.; 18 out, 12 in, thence to Effington, 5 m.; 18 t. a. w. thence to Melrose, 3.50 m.	24.00	51.30	407.88
106010	New Haven, Conn., Shelburne Falls, Mass.....	do.....	100.88	2,280	29.68	c. p. 24 t. a. w., New Canaan and Stamford Station (n.o.), 7.95 m.	16.89	131.67	13,210.45
106011	Naugatuck Junction (n.o.), Winsted.....	do.....	57.11	3,285	23.62	apt. 17.5 by 6.8, 6 t. a. w., 16.7 by 8.64, 6 t. a. w., New Haven and Shelburne Falls, 100 m.; c. p. 12 t. a. w. New Haven and Farmington, 30.69 m.; 6 out, thence to Easthampton, 40.79 m.	23.87	146.21	8,380.05
106012	Bridgeport, Conn., Pittsfield, Mass.....	do.....	111.13	2,886	29.61	apt. 15.14 by 6.914, 12 t. a. w., Naugatuck Junction (n.o.) and Winsted, 56.55 m.; c. p. 19 t. a. w., Naugatuck Junction and Ansonia, 10.67 m.; 25 out, 19 in, thence to Waterbury, 16.50 m.; 19 out, 13 in, thence to Fairington, 20.04 m.; 18 out, 12 in, thence to Burrville, 5.48 m.; 12 t. a. w. thence to Winsted, 4.72 m.	30.54	140.22	15,582.64
106013	South Norwalk, Brookfield Junction (n.o.).....	do.....	29.71	3,103	26.10	apt. 19.8 by 8, 6 t. a. w., Bridgeport and Botsford, 15.16 m.; 19.8 by 8.34, 6 t. a. w., 19.8 by 8, 6 t. a. w., thence to Brookfield Junction, 11.49 m.; 19.8 by 8, 6 t. a. w., 19.8 by 8.34, 6 t. a. w., thence to Pittsfield, 84.48 m.; c. p. 13 out, 19 in, Bridgeport and Brookfield Junction, 26.65 m.; 19 out, 25 in, thence to New Milford, 8.95 m.; 19 t. a. w. thence to Great Barrington, 49.53 m.; 25 out, 31 in, thence to Van Deusen, 2.6 m.; 19 out, 25 in, thence to Pittsfield, 23.40 m.	47.35	143.64	4,287.54
106014	New Haven, Willimantic.....	do.....	54.16	18,462	30.84	apt. 12.3 by 6.8, 12 t. a. w., South Norwalk and Danbury, 23.39 m.; c. p. 39 out, 32 in, South Norwalk and Norwalk, 1.88 m.; 45 out, 32 in, thence to Danbury, 22.08 m.; 36 t. a. w. thence to Brookfield Junction, 5.75 m.	24.07	260.78	14,123.84
106015	Hartford, Saybrook Point.....	do.....	45.56	1,770	21.02	r. p. o. authorized, 1.60 ft., New Haven and Willimantic; r. p. o. run, 60.3 by 9, 6 t. a. w. out, New Haven and Willimantic, 54 m.; apt. 14.14 by 6.64, 6 t. a. w., 15 by 7.1, 6 t. a. w., New Haven and Willimantic, 54 m.; c. p. 6 out, 7 in, New Haven and Clintonville, 7.70 m.; 6 out, 13 in, thence to Willimantic, 46.46 m.	31.70	117.99	5,375.62
106016	Hartford, Conn., Springfield, Mass.....	do.....	31.75	1,208	23.77	apt. 22 by 7, 6 t. a. w., 11.64 by 6.9, 6 t. a. w., Hartford and Saybrook, 43.75 m.; c. p. 19 out, 24 in, Hartford and Middletown, 16.50 m.; 13 out, 24 in, thence to Saybrook, 27.26 m.; 31 out, 36 in, thence to Saybrook Point, 1.81 m.	12	94.05	2,985.08
						apt. 14 by 9, 12 t. a. w., Hartford and Springfield, 31.75 m.			

r. p. o. pay, \$1,390; \$25
per mile for 64 m.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			Miles.	Pounds.				Dollars.	Dollars.	
106017	CONNECTICUT—cont'd. Derby Junction (n. o.), Ansonia.	New York, New Haven and Hartford R. R. Co.	2.48	468	19.27	c. p. 49 out, 43 in, Derby Junction (n. o.), Ansonia, 2.48 m.	46	61.56	152.66	
106018	Hartford, Conn., Rhinecliff, N. Y.	Central New England Rwy. Co.	109.31	984	23.66	apt. 14 by 9, 12 t. a. w., Hartford and Statile, Rhinecliff, 42.90 m.; c. p. 7 out, 6 in, Hartford and Winsted, 34.94 m.; 6 out, Norfolk and Canaan, 9.50 m.	11.96	84.65	9,253.09	
106019	Litchfield, Bethel	New York, New Haven and Hartford R. R. Co.	38.91	516	22.70	apt. 10 by 6, 6 t. a. w., Litchfield and Bethel, 38.25 m.; c. p. 6 out, 12 in, Litchfield and Bethel, 38.91 m.	15	64.12	2,494.90	
106020	Turnerville, Colchester.	.....do.....	4.50	212	27.18	c. p. 30 out, 24 in, Turnerville and Colchester, 4.50 m.	27	43.61	196.24	
106021	Farmington Station (n. o.), New Hartford.	.....do.....	14.80	603	25.81	apt. 9.11 by 6.84, 12 t. a. w., Farmington Station (n. o.) and New Hartford, 14.09 m.	12	63.40	978.12	
106022	Vacant.	.....do.....	4.21	337	17.70	c. p. 36 out, 18 in, Branchville and Ridgefield, 4.21 m.	27	52.16	219.59	
106023	Branchville, Ridgefield.	.....do.....	4.78	311	17.42	c. p. 24 out, 30 in, Windsor Locks and Suffield, 4.78 m.	27	50.45	241.15	
106024	Vacant.	.....do.....	24.19	1,476	27.42	apt. 19.8 by 8.34, 6 t. a. w., New Haven and Botsford, 24.09 m.; c. p. 37 out, 43 in, New Haven and Derby Junction, 10.59 m.; 6 t. a. w. thence to Botsford, 13.60 m.	26.88	105.17	2,544.06	
106025	New Haven, Botsford.	.....do.....								
NEW YORK.										
107001	New York, Dunkirk.	Erie R. R. Co.	458.88	20,832	30	r. p. o. authorized: 11.60 ft., 21.50 ft., New York and Rutherford Junction (n. o.), 9.01 m.; 11.48 ft., 21.50 ft., thence to Ridgewood Junction (n. o.), 11.13 m.; 1.60 ft., 21.50 ft., thence to Hornellsville, 310.19 m.; 11.60 ft., 11.50 ft., thence to Salamanca, 81.83 m.;	43.87	339.44	155,762.22	r. p. o. pay \$50,262.60 per annum; \$130 per m. for 380.33 m. and \$90 per m. for 81.83 m.

107002	Tallman, Sparkill	12.36	147	23	12	42.75	528.39
107003	Buffalo, Station A,	27.14	1,237	26	3.50	94.91	2,575.85
107004	Niagara Falls,	19.18	471	23	31.69	61.66	1,180.72
	Newburgh, Greycourt						
107005	Rochester, Corning	94.89	1,747	29	29	117.14	11,115.41
107006	Mount Morris, Attica	50.96	744	27	17.17	74.39	3,790.91

F. R. O. run, 50 by 9, 13 t. a. w., 60 by 9, 7 t. a. w.,
 Jersey City and Hornellsville, 330.33 m.; 60
 by 9, 7 t. a. w., thence to Salamanca, 81.33
 m.; apt. 20 by 9, 12 t. a. w., 12 by 6.9, 18 t. a.
 w., Jersey City and Hawthorne, 17.64 m.; 20
 by 9, 12 t. a. w., 12 by 6.9, 12 t. a. w., thence to
 Waldwick, 5.67 m.; 20 by 9, 12 t. a. w., thence
 to Port Jervis, 64.10 m.; no apt., thence to
 Elmira, 184.41 m.; 20.3 by 9.4, 6 t. a. w.
 thence to Corning, 17.35 m.; no apt., thence
 to Hornellsville, 41.16 m.; 18 by 9.2, 6 out,
 18 by 9, 6 in, thence to Salamanca, 81.33 m.;
 18 by 9.2, 6 out, 17.4 by 9.2, 6 t. a. w., 15 by 9,
 6 in, thence to Dunkirk, 46.72 m.; c. p., 63
 out, 113 in, Jersey City to Secaucus, 4.88 m.;
 63 out, 95 in, thence to Rutherford, 3.57 m.;
 63 out, 95 in, thence to Carlton Hill, 1.26 m.;
 out, 94 in, thence to Paterson, 4.23 m.; 32
 out, 64 in, thence to Ridgewood, 5.20 m.; 32
 out, 46 in, thence to Ramsey, 5.74 m.; 32 out,
 42 in, thence to Tuxedo Park, 10.61 m.; 32
 out, 39 in, thence to Newburgh Junction, 8.13
 m.; 38 out, 39 in, thence to Greycourt, 8.06
 m.; 50 out, 33 in, thence to Goshen, 5.32 m.;
 44 out, 26 in, thence to Middletown, 7.36 m.;
 26 out, 19 in, thence to Port Jervis, 21.34 m.;
 19 t. a. w., thence to Susquehanna, 103.18 m.;
 19 out, 25 in, thence to Binghamton, 22.48
 m.; 26 out, 25 in, thence to Elmira, 58.75 m.;
 29 out, 25 in, thence to Corning, 17.35 m.;
 15 out, 25 in, thence to Addison, 11.14 m.;
 15 out, 19 in, thence to Hornellsville, 30.02
 m.; 7 out, 18 in, thence to Wellsville, 26.23
 m.; 7 out, 12 in, thence to Carrollton, 49.61
 m.; 13 out, 12 in, thence to Salamanca, 5.49
 m.; 6 out, 7 in, thence to Cattaraugus, 15.46
 m.; 0 out, 7 in, thence to Dayton, 9.32 m.;
 0 out, 1 in, thence to Dunkirk, 22.45 m.
 c. p. 12 t. a. w., Tallman and Sparkill, 12.36 m.;
 c. p. 7 in, Buffalo and Station A, Niagara Falls,
 27.14 m.
 c. p. 48 t. a. w., Newburg and Vails Gate Junc-
 tion (n. o.), 6.15 m.; 24 t. a. w., thence to Greycourt, 13.03 m.
 apt. 20 by 9, 6 t. a. w., Rochester and Corning,
 94.77 m.; c. p., 20 out, 26 in, Rochester and
 Corning, 94.89 m.
 apt. 20.3 by 9.4, 6 t. a. w., Mount Morris and At-
 tica, 50.08 m.; c. p., 6 t. a. w., Mount Morris
 and Geneva, 7.01 m.; 12 t. a. w., thence to At-
 tica, 43.95 m.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	NEW YORK—cont'd.									
107017	New York (156th St.), Brewster.	New York Central and Hudson River R. R. Co.	Miles. 54.28	Pounds. 466	27	<i>Feet and inches.</i> apt. 14 by 8.6 t. a. w., 25 by 9.4, 6 t. a. w., New York and Brewster, 64.22 m.; c. p. 66 t. a. w., New York and Kingsbridge, 2.90 m.; 6 t. a. w., thence to Napera Park, 9.10 m.; 9 out, 6 in, thence to Brewster, 42.28 m.	6.86	Dollars. 61.56	Dollars. 3,541.47	
107018	Rochester, Niagara Falls.	.....do.....	77.56	6,906	27	apt. 25 by 9.12 t. a. w., Rochester and Niagara Falls, 17.39 m.; c. p. 25 out, 19 in, Rochester and Albion, 31.30 m.; 25 t. a. w., thence to Lockport, 23.22 m.; 67 out, 38 in, thence to Lockport and Albion, 3.60 m.; 18 t. a. w., thence to Niagara Falls, 18.04 m.	34.80	190.67	14,788.86	
107019	Dunkirk N. Y., Titus- ville, Pa.	.....do.....	91.25	1,154	26	apt. 18 by 8.8, 9 t. a. w., 16 by 8.9, 6 t. a. w., Dunkirk and Titusville, 90.83 m.; c. p. 18 out, 0 in, Dunkirk and Warren, 54.96 m.; 0 t. a. w., thence to Titusville, 36.29 m.	12.24	91.49	8,848.46	
107020	Albany Junction (n. o.), Troy.	Delaware and Hud- son Co.	5.86	4,070	28	apt. 0 t. a. w., Albany Junction (n. o.) and Green Island Depot (n. o.), 5.24 m.; 34 by 9, 14 t. a. w., thence to Troy, 0.62 m.; p. 24 out, 18 in, Albany Junction (n. o.) and Green Island Depot (n. o.), 5.24 m.; 145 out, 129 in, thence to Troy, 0.62 m.	34.43	157.32	921.89	
107021	Rochester, Charlotte.	New York Central and Hudson River R. R. Co.	9.48	174	22	c. p. 12 t. a. w., Rochester and Charlotte, 9.48 m.	12	42.75	405.27	
107022	New York, Chatham.	.....do.....	127.04	2,746	28	apt. 25 by 9, 18 t. a. w., 12 by 7, 18 t. a. w., New York and White Plains, 22.44 m.; 25 by 9, 18 t. a. w., thence to Pawling, 41.57 m.; 25 by 9, 12 t. a. w., thence to Chatham, 63.15 m.; c. p. 46 out, 43 in, New York and Bedford Park, 9.37 m.; 45 out, 42 in, thence to Williamsbridge, 0.96 m.; 21 out, 24 in, thence to Bronxville, 4.86 m.; 27 out, 24 in, thence to White Plains, 7.05 m.; 25 out,	28.31	188.51	17,596.31	Weighted for 156 days from Feb. 20, 1901.

107023	Goldenbridge, Somers Center.	.....do.....	3.88	50	22	24 in, thence to Valhalla, 3.01 m.; 26 out, 18 in, thence to Pleasantville Station, 5.54 m.; 14 out, 12 in, thence to Bedford Station, 8.79 m.; 14 out, 6 in, thence to Brewsters, 12.61 m.; 7 out, 0 in, thence to Pawlings, 11.42 m.; 1 out, 0 in, thence to Millerton, 28.73 m.; 1 out, 6 in, thence to Roston Corners, 7.96 m.; 1 out, 0 in, thence to Chatham, 27.44 m. c. p. 12 t. a. w., Goldenbridge and Somers Center, 3.88 m.	12	42.75	165.87	
107024	Eagle Bridge, N. Y., Rutland, Vt.	Delaware and Hudson Co.	62.59	1,144	27	apt. 20 by 9, 6 t. a. w., Eagle Bridge and Castle-ton, 52.13 m.; 25 by 9, 12 t. a. w., 20 by 9, 6 t. a. w., thence to Rutland, 10.33 m.; c. p. 12 out, 18 in, Eagle Bridge and Shushan, 10.98 m.; 18 t. a. w., thence to Salem, 6.62 m.; 6 t. a. w., thence to Castleton, 34.66 m.; 18 t. a. w., thence to Rutland, 10.33 m.	18.79	91.49	5,726.35	Do.
107025	Schenectady, Ballston Spa.	.....do.....	15.24	604	32	ap. 19.8 by 6.8, 6 t. a. w., Schenectady and Glenville Station (n. o.), 4 m.; 0 t. a. w., thence to Ballston Spa, 10.97 m.; c. p., 12 out, 18 in, Schenectady and Ballston Spa, 15.24 m. apt. 25 by 9, 18 out, 6 in, 30 by 9, 7 out, 19 in, Albany and Whitehall, 77.53 m.; 25 by 9, 12 out, 20 by 9, 7 out, 19 in, thence to Rouse Point, 113.40 m.; c. p. 83 out, 134 in, Albany and West Troy Junction, 6.39 m.; 25 out, 56 in, thence to Coboes, 2.54 m.; 13 out, 50 in, thence to Albany Junction, 2.82 m.; 43 out, 68 in, thence to Mechanicville, 7.26 m.; 53 out, 61 in, thence to Ballston Spa, 12.73 m.; 53 out, 79 in, thence to Saratoga Springs, 6.68 m.; 19 out, 24 in, thence to Fort Edward, 17.08 m.; 13 out, 12 in, thence to Fort Ann, 11.43 m.; 13 out, 6 in, thence to Whitehall, 10.60 m.; 6 out, 0 in, thence to South Junction, 85.42 m.; 6 out, 12 in, thence to Plattsburg, 4.60 m.; 6 t. a. w., thence to West Chazy, 9.30 m.; 0 t. a. w., thence to Rouse Point, 14.51 m.	16.57	68.40	1,042.41	
107026	Albany, Rouse Point.	.....do.....	191.86	13,347	26	c. p. 12 t. a. w., Cobleskill and Cherry Valley, 22.87 m.	38.96	259.92	49,738.29	Do.
107027	Cobleskill, Cherry Valley.	.....do.....	22.87	367	20	apt. 22.6 by 9, 12 t. a. w., Albany and Bingham-ton, 142.59 m.; c. p. 19 out, 33 in, Albany and Delmar, 5.56 m.; 13 out, 33 in, thence to Voorheesville, 5.33 m.; 13 out, 27 in, thence to Oneonta, 70.82 m.; 19 out, 21 in, thence to Nineveh Junction, 37.10 m.; 13 out, 21 in, thence to Binghamton, 23.78 m.	12	53.87	1,282.00	
107028	Albany, Binghamton.	.....do.....	142.59	4,569	28	c. p. 12 t. a. w., South Junction (n. o.) and Ausable Forks, 19.37 m.	31.84	164.16	28,407.57	
107029	South Junction (n. o.), Ausable Forks.	.....do.....	19.37	328	22		12	51.30	993.68	Do.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route, per day.	Miles per hour.	Mall car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	NEW YORK—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
107080	Delanson, Schenectady.	Delaware and Hudson Co.	15.40	96	22	apt. 19.8 by 6.8, 6 t. a. w., Delanson and Schenectady, 14.62 m.; c. p. 6 t. a. w., Delanson and Schenectady, 15.40 m.	12	42.75	658.35	
107081	Nineveh Junction, Jefferson Junction (n. o.).	.....do.....	22.01	627	30	apt. 15.3 by 8.8, 6 t. a. w., Nineveh Junction and Jefferson Junction (n. o.), 22.01 m.; c. p. 0 t. a. w., Nineveh Junction and Windsor, 11.75 m.; 6 t. a. w., thence to Jefferson Junction (n. o.), 10.26 m. c. p. 43 t. a. w., Fort Edward and Glenn Falls, 5.43 m.; 31 out, 25 in, thence to Caldwell, 9.49 m.	9.20	69.26	1,524.41	
107082	Fort Edward, Caldwell.	.....do.....	14.92	775	22	c. p. 6 t. a. w., West Chazy and Mooers, 10.74 m.; apt. 25 by 9, 12 t. a. w., Station A, Niagara Falls and Oswego, 151.49 m.; 6 t. a. w. thence to Pulaski, 24.30 m.; 12 t. a. w. thence to Richland, 4.28 m.; c. p. 7 out, 0 in, Station A, Niagara Falls, and Niagara University, 2.20 m.; 1 out, 0 in, thence to Webster, 89.75 m.; 1 out, 6 in, thence to Oswego, 59.74 m.; 12 out, 24 in, thence to East Oswego, 3 m.; 12 out, 18 in, thence to Pulaski, 21.30 m.; 36 t. a. w. thence to Richland, 4.50 m.	33.45	75.24	1,122.58	Weighted for 156 days from Feb. 20, 1901.
107083 107084	West Chazy, Mooers Station A, Niagara Falls, Richland.	.....do..... New York Central and Hudson River R. R. Co.	10.74 180.49	19 1,247	25 24	apt. 25 by 9, 12 t. a. w., Watertown and Cape Vincent, 25.14 m.; c. p. 6 t. a. w., Watertown and Cape Vincent, 25.83 m.	6 15.58	42.75 96.76	459.13 17,283.72	
107085	Watertown, Cape Vincent.	.....do.....	25.83	830	26	apt. 25 by 9, 12 t. a. w., Rome and De Kalb Junction, 122.88 m.; 0 t. a. w. thence to Ogdensburg, 18.86 m.; c. p. 13 t. a. w., Rome and Richland, 41.37 m.; 27 t. a. w. thence to Watertown, 31.24 m.; 13 t. a. w. thence to Philadelphia, 16.77 m.; 6 t. a. w. thence to De Kalb Junction, 33.25 m.; 24 t. a. w. thence to Ogdensburg, 19.43 m.	18	77.81	2,009.88	Do.
107086	Rome, Ogdensburg	New York Central and Hudson River R. R. Co.	142.06	4,550	28		26.28	164.16	23,820.56	

107037	Syracuse, Pulaski.....	37.98	2,652	28	apt. 20 by 9, 6 t. a. w., Syracuse and Pulaski, 37.42 m.; c. p. 45 out, 49 in, Syracuse and Woodard Junction, 7.25 m.; 19 t. a. w., thence to Pulaski, 30.73 m. c. p. 18 out, 12 in, Hornelsville and Danville, 16 m.; 6 out, 0 in, thence to Wayland (n. o.), 5.97 m. c. p. 12 t. a. w., Watertown and Sackett Harbor, 12.55 m.	30.34	136.80	5,195.66	
107038	Hornelsville, Wayland (n. o.)	21.97	46	17	c. p. 18 out, 12 in, Hornelsville and Danville, 16 m.; 6 out, 0 in, thence to Wayland (n. o.), 5.97 m.	11.73	42.75	989.21	
107039	Watertown, Sackett Harbor.	12.55	285	25	c. p. 12 t. a. w., Watertown and Sackett Harbor, 12.55 m.	12	44.46	557.97	
107040	Vacant.								
107041	Utica, Forks.	83.76	2,816	27	apt. 19 by 9, 6 t. a. w.; 18 by 9, 6 t. a. w., Utica and Chenango Forks, 58.76 m.; c. p. 32 out, 19 in, Utica and Richfield Junction (n. o.), 13.48 m.; 20 out, 7 in, thence to Chenango Forks, 70.28 m.	27.43	132.53	11,100.71	
107042	Owego, Ithaca.....	35.76	2,065	33	apt. 12 by 9, 12 t. a. w., Owego and Ithaca, 34.50 m.; c. p. 9 out, 14 in, Owego and Ithaca, 35.67 m.	23.50	129.11	4,605.35	
107043	Richfield Junction (n. o.), Richfield Springs.	22.01	815	25	apt. 20 by 9, 6 t. a. w., Richfield Junction (n. o.) and Richfield Springs, 21.75 m.; c. p. 13 out, 19 in, Richfield Junction (n. o.) and Richfield Springs, 22.01 m.	22	76.95	1,693.66	Do.
107044	Oyster Bay, Hempstead.	17.10	849	24	apt. 15 by 9, 13 t. a. w., Oyster Bay and Mineola, 14.39 m.; 0 t. a. w., thence to Hempstead, 2.37 m.; c. p. 6 out, 0 in, Oyster Bay and Bayville Junction (n. o.), 4.20 m.; 18 out, 0 in, thence to Mineola, 10.45 m.; 30 out, 38 in, thence to Garden City, 1.64 m.; 30 t. a. w., thence to Hempstead, 0.81 m.	25.96	73.66	1,345.08	Do.
107045	Long Island City, Greenport.	95.04	3,173	28	apt. 20 by 9, 24 t. a. w., 15 by 9, 18 t. a. w., 12 by 6.6, 18 t. a. w., Long Island City and Winfield Junction, 4.04 m.; 20 by 9.24 t. a. w., 15 by 9, 18 t. a. w., thence to Mineola, 14.83 m.; 20 by 9, 24 t. a. w., thence to Hicksville, 6.26 m.; 20 by 9, 12 t. a. w., thence to Greenport, 69.49 m.; c. p. 81 out, 123 in, Long Island City and Woodside, 3 m., 81 out, 122 in, thence to Winfield Junction, 1.04 m., 31 out, 43 in, thence to Jamaica, 5.91 m.; 61 out, 55 in, thence to Floral Park and Stewart Junction, 6.34 m.; 25 t. a. w., thence to New Hyde Park, 1.26 m.; 19 out, 25 in, thence to Mineola, 2.52 m.; 19 out, 7 in, thence to Hicksville, 6.26 m.; 7 t. a. w., thence to Manor Junction, 40.29 m.; 19 t. a. w., thence to Greenport, 29.62 m.	39.36	144.50	13,733.28	Do.
107046	Hicksville, Wading River.	44.92	1,123	27	apt. 20 by 9, 12 t. a. w., Hicksville and Wading River, 43.76 m.; c. p. 121 a. w., Hicksville and Northport Station, 14.53 m.; 12 out, 6 in, thence to Echo, 17.76 m.; 0 t. a. w., thence to Wading River, 12.33 m.	19.52	90.03	4,071.09	Do.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay annuum for transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>	
	NEW YORK—cont'd.		8.22	537	21	<i>Feet and inches.</i> c. p. 13 t. a. w. Silverlake Junction (n. o.) and Silver Springs, 1.03 m.; 18 out, 12 in, thence to Perry, 19 m.	14.62	64.96	534.13	
107070	Silver Lake Junction (n. o.), Perry.	Silver Lake Rwy. Co..								
107071	Syracuse, Earlville...	New York Central R. R. Co. and Hudson River R. R. Co.	43.92	440	18	apt. 15 by 8.10, 6 t. a. w., Syracuse and Earlville, 43.30 m.; c. p. 12 t. a. w., Syracuse and Earlville, 43.92 m.	18	59.85	2,628.61	
107072	Vanetten Junction (n. o.), Geneva Junction (n. o.)	Lehigh Valley R. R. Co.	59.52	2,734	24	apt. 30 by 6.4 6 t. a. w., Vanetten Junction (n. o.) and Geneva Junction (n. o.), 59.52 m.; c. p. 14 out, 20 in, Vanetten Junction (n. o.) and Geneva Junction (n. o.), 59.52 m.	23	138.51	8,244.11	Route restated.
107073	Station R. Kingston, Oneonta.	Ulster and Delaware R. R. Co.	107.16	1,534	23	apt. 20 by 9.19 t. a. w., Station R. Kingston and Oneonta, 106.25 m.	19	107.73	11,544.84	Route restated. Weighed for 156 days from Feb. 20, 1901.
107074	Vails Gate Junction (n. o.), Newburg Junction (n. o.)	Erle R. R. Co.....	12.65	289	22	c. p. 24 t. a. w., Vails Gate Junction (n. o.) and Idlewild, 1.95 m.; 30 out, 24 in, thence to Central Valley, 7.84 m.; 24 out, 13 in, thence to Newburg Junction (n. o.), 2.83 m.	25.18	48.74	616.56	Route restated. Weighed for 156 days from Feb. 20, 1901.
107075	Vacant.									
107076	Cortland, Cincinnatus	Erle and Central New York Rwy. Co.	19.68	228	19	c. p. 18 out, 12 in, Cortland and McGraw, 14.87 m., 12 t. a. w., thence to Cincinnatus, 14.81 m.	12.74	44.46	874.97	
107077	Saratoga Springs, Schuylerville.	Boston and Maine R. R.	13.16	279	24	c. p. 36 out, 42 in, Saratoga Springs and Schuylerville Junction, 4.72 m.; 24 out, 30 in, thence to Schuylerville, 8.44 m.	31.30	47.88	630.10	Do.
107078	Port Jervis, Monticello.	Port Jervis, Monticello and New York R. R. Co.	24.61	412	21	c. p. 12 t. a. w., Port Jervis and Monticello, 24.61 m.	12	57.29	1,409.90	Do.
107079	Poughkeepsie, Boston Corner.	Poughkeepsie and Eastern Rwy. Co.	37.06	247	21	apt. 7 by 9.6 t. a. w., Poughkeepsie and Boston Corner, 37.01 m.; c. p. 6 t. a. w., Poughkeepsie and Stanfordsville, 17.71 m.; 0 t. a. w. thence to Boston Corner, 19.35 m.	8.86	45.32	1,679.55	

107080	Canastota, Elmira....	Lehigh Valley R. R. Co.	118.60	669	27	apt. 16.6 by 9.6 t. a. w., Canastota and Elmira, 118.54 m.; c. p. 6 t. a. w., Canastota and Cazenovia, 34.79 m.; 0 out, 6 in, thence to Corbetta, 34.21 m.; t. w., thence to P. O. Utica, 10.44; 0 out, 6 in, thence to P. O. Utica, 59.25 m.; apt. 17.4 by 6.1 t. a. w.; 30 by 7.6 t. a. w., Fonda and Northville, 26.20 m.; c. p. 13 t. w., Fonda and Gloversville, 10.08 m.; 19 in, thence to Broadalbin Junction, 2 m.; 1 out, 7 in, thence to Sacandaga Park, 13.20 m.; c. p. 24 t. a. w., Johnsonville and Greenwich, 15.43 m.	9.68	70.97	8,417.04
107081	Fonda, Northville....	Fonda, Johnsonville and Gloversville R. R. Co.	26.91	1,083	21	apt. 17.4 by 6.1 t. a. w.; 30 by 7.6 t. a. w., Fonda and Northville, 26.20 m.; c. p. 13 t. w., Fonda and Gloversville, 10.08 m.; 19 in, thence to Broadalbin Junction, 2 m.; 1 out, 7 in, thence to Sacandaga Park, 13.20 m.; c. p. 24 t. a. w., Johnsonville and Greenwich, 15.43 m.	20.06	86.86	2,823.94
107082	Johnsonville, Greenwich.	Greenwich and Johnsonville Rwy. Co.	15.43	454	22	c. p. 24 t. a. w., Johnsonville and Greenwich, 15.43 m.	24	60.71	986.75
107083	Montgomery, Kingston.	Walkill Valley R. R. Co.	83.15	1,253	25	apt. 18 by 9.6 t. a. w., 14.10 by 8.9, 6 t. a. w., Montgomery and Kingston, 32.90 m.; c. p. 0 out, 6 in, Montgomery and Walden, 3.96 m.; 0 out, 12 in, thence to Walkill, 3.17 m.; 0 out, 6 in, thence to Kingston, 28.02 m.	15.28	96.76	3,174.44
107084	Sayre, Pa., North Fairhaven, N. Y.	Lehigh Valley R. R. Co.	117.01	868	27	apt. 16.6 by 8.6, 12 t. a. w., Sayre, Pa., and North Fairhaven, 31.67 m.; c. p. 0 t. a. w., Sayre and Owego, 18.62 m.; 1 out, 0 in, thence to Auburn, 66.71 m.; 6 t. a. w., thence to North Fairhaven, 31.68 m.	12.27	78.66	9,204.00
107085	Dutchess Junction, Millerton.	Newburgh, Dutchess and Connecticut R. R. Co.	57.96	580	16	apt. 15 by 7.6 t. a. w., Dutchess Junction and Millerton, 57.84 m.; c. p. 13 out, 6 in, Dutchess Junction and Hopewell Junction, 12.15 m.; 7 out, 6 in, thence to Bangall, 24.15 m.; 7 out, 0 in, thence to Pine Plains, 7.60 m.; 1 out, 0 in, thence to Millerton, 14.06 m.	12.37	67.55	8,915.19
107086	Cooperstown, Cooperstown Junction.	Cooperstown and Hudson River R. R. Co.	91.90	4,687	26	apt. 25 by 9.31 t. a. w., Utica and Remsen, 21.33 m.; 25 by 9.18 t. a. w., thence to Carthage, 56.16 m.; 25 by 9.6 t. a. w., thence to Watertown, 17.20 m.; c. p. 18 out, 10 in, Utica and Remsen, 21.38 m.; 1 out, 8 in, thence to Carthage, 56.15 m.; 13 out, 18 in, thence to Watertown, 17.42 m.	24.91	105.87	15,243.45
107087	Utica, Watertown....	New York Central and Hudson River R. R. Co.	91.90	4,687	26	apt. 25 by 9.31 t. a. w., Utica and Remsen, 21.33 m.; 25 by 9.18 t. a. w., thence to Carthage, 56.16 m.; 25 by 9.6 t. a. w., thence to Watertown, 17.20 m.; c. p. 18 out, 10 in, Utica and Remsen, 21.38 m.; 1 out, 8 in, thence to Carthage, 56.15 m.; 13 out, 18 in, thence to Watertown, 17.42 m.	24.91	105.87	15,243.45
107088	Carthage, Ogdensburg.	.....do.....	60.79	2,384	24	apt. 25 by 12 t. a. w., Carthage and Ogdensburg, 60.79 m.; 12 t. a. w., thence to Philadelphia, 12.15 m.; 33 out, 20 in, thence to Philadelphia Junction, 6.43 m.; 1 t. a. w., thence to Ogdensburg, 42.41 m.	15.91	132.53	8,056.49
107089	Auburn, Ithaca.....	Lehigh Valley R. R. Co.	43.99	579	27	apt. 15 by 9.6 t. a. w., Auburn and Ithaca, 43.97 m.; c. p. 6 t. a. w., Auburn and Ithaca, 43.99 m.	12	66.69	2,983.69
107090	Sodus Point, Stanley.	Northern Central Rwy. Co.	33.51	133	4	apt. 8.5 by 6.6, 6 t. a. w., Sodus Point and Stanley, 33.40 m.; c. p. 6 t. a. w., Sodus Point and Stanley, 33.51 m.	12	42.75	1,432.55
107091	Buffalo, Jamestown...	Erle R. R. Co.....	69.08	2,133	27	apt. 20 by 9.12 t. a. w., Buffalo and Jamestown, 69.08 m.; c. p. 15 out, 14 in, Buffalo and Jamestown, 69.08 m.	26.60	130.82	9,087.04

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	NEW YORK—cont'd.									
107092	Pinebush, Middletown (Main Street station).	Erie R. R. Co.....	Miles. 14.02	Pounds. 246	16	c. 12 t. a. w., Pinebush and Middletown, 14.02 m.	12	Dollars. 45.82	Dollars. 686.38	
107093	Long Island City, Sag Harbor.	Long Island R. R. Co..	99.22	8,065	27	apt. 20 by 9, 42 out, 36 in, Long Island City and Glendale Junction, 6.15 m.; 42 out, 30 in, thence to Valley Stream, 10.16 m.; 36 out, 30 in, thence to Babylon, 20.23 m.; 24 out, 18 in, thence to Patchogue, 17.56 m.; 18 t. a. w., thence to Center Moriches, 12.52 m.; 18 out, 12 in, thence to Bridgehampton, 27.70 m.; 0 t. a. w., thence to Sag Harbor, 4.76 m.; c. p. 42 out, 110 in, Long Island City and Bushwicks Junction, 3.92 m.; 68 out, 32 in, thence to Glendale Junction, 1 m.; 38 out, 50 in, thence to Richmond Hill, 1.46 m.; 26 out, 50 in, thence to Jamaica, 1.75 m.; 20 out, 38 in, thence to Valley Stream, 6.95 m.; 8 out, 25 in, thence to Bayshore, 4.11 m.; 14 out, 31 in, thence to Sayville, 9.16 m.; 14 out, 25 in, thence to Patchogue, 4.28 m.; 14 out, 13 in, thence to Center Moriches, 12.52 m.; 14 out, 19 in, thence to Eastport, 3.60 m.; 14 out, 19 in, thence to Bridgehampton, 24.10 m.; 26 out, 21 in, thence to Sag Harbor, 4.91 m.	46.46	142.79	14,167.62	Weighted for 156 days from Feb. 20, 1901.
107094	Winfield Junction, Port Washington.	.....do.....	16.03	794	26	apt. 12 by 6.6, 18 t. a. w., Winfield Junction and Port Washington, 14.08 m.; c. p. 50 out, 73 in, Winfield Junction and Corona and White-stone Junction, 1.93 m.; 25 out, 31 in, thence to Flushing, 1.98 m.; 1 out, 7 in, thence to Bayside, 3.19 m.; 0 out, 6 in, thence to Thomaston, 3.05 m.; 0 t. a. w., thence to Port Washington, 4.88 m.	21.04	73.89	1,105.16	Route restated. Weighed for 156 days from Feb. 20, 1901.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.	Remarks.
NEW YORK—cont'd.										
107106	Albany, Troy.....	New York Central R.R. Co.	Miles: 7.22	Pounds: 19,046	22	c. p. 113 out, 111 in, Albany and Troy, 7.22 m.	112	Dollars: 320.63	Dollars: 2,814.94	
107107	Mechanicville, Reynolds, Buffalo, N. J., Buffalo, N. Y.	Boston and Maine R.R. Co.	4.61	16	26	c. p. 6 t. a. w., Mechanicville and Reynolds, 4.61 m.	6	42.75	197.07	
107108	Hoboken, N. J., Buffalo, N. Y.	Delaware, Lackawanna and Western R.R. Co.	408.48	15,638	33	r. 4.61 m. authorized; 11.40 ft. Hoboken and Buffalo, 408.48 m.; r. p. o. run, 11.60 ft. Hoboken and Buffalo, 408.48 m.; apt. 40 by 8.4 t. a. w., 30 by 8.4 t. a. w., 15 by 8.4 t. a. w., Hoboken and Denville, 34.14 m.; 40 by 8.4 t. a. w., 30 by 8.4 t. a. w., 15 by 8.4 t. a. w., 23.5 by 9.6 t. a. w., 20 by 9.6 t. a. w., 15 by 9.6 t. a. w., thence to Hacktstown, 23.76 m.; 40 by 8.4 t. a. w., 30 by 8.4 t. a. w., 15 by 8.4 t. a. w., 23.5 by 9.6 t. a. w., thence to Washington, 9.76 m.; 40 by 8.4 t. a. w., 30 by 8.4 t. a. w., 15 by 8.4 t. a. w., thence to Scranton, 77.82 m.; 40 by 8.4 t. a. w., 30 by 8.4 t. a. w., 25 by 8.4 t. a. w., thence to Binghamton, 61.63 m.; 40 by 8.4 t. a. w., 25 by 8.4 t. a. w., thence to Buffalo, 201.37 m.; c. p. 39 out, 45 in, Hoboken and Passaic, 10.77 m.; 33 out, 39 in, thence to Boonton, 10.09 m.; 45 t. a. w. thence to Dover, 5.29 m.; 33 out, 39 in, thence to Hacktstown, 18.47 m.; 45 t. a. w. thence to Washington, 9.76 m.; 33 t. a. w. thence to Tobyhanna, 51.17 m.; 33 out, 39 in, thence to Moscow, 13.28 m.; 45 out, 39 in, thence to Scranton, 13.27 m.; 45 out, 33 in, thence to Nicholson, 21.32 m.; 39 out, 33 in, thence to Binghamton, 40.31 m.; 33 t. a. w. thence to Owego, 20.70 m.; 33 out, 27 in, thence to	50.28	288.86	115,961.18	r. p. o. pay \$10.212 per annum, \$25 per mille for 408.48 miles.

107109	New Rochelle, N. Y., Jersey City, N. J., (Pennsylvania Railroad station).	New York, New Haven and Hartford R. R. Co.	24.78	8,386	21	c. p. 43 out, 61 in, New Rochelle and Pelham 73.10 m.; 83 out, 21 in, thence to Danville, 36.30 m.; 83 out, 28 in, thence to Mount Morris, 10.13 m.; 83 out, 7 in, thence to Buffalo, 61.14 m.	31.66	206.91	5,127.22	
107110	Montauk, Southampton.	Long Island R. R. Co.	21.79	296	28	c. p. 22 in, 22 out, 35 in, thence to City Island, 1.54 m.; 55 t. a. w., thence to Westchester, 2.50 m.; 43 out, 49 in, thence to 129th St., New York City, 6.48 m.; 13 t. a. w., thence to Jersey City, 12 m.	15.06	49.59	1,080.56	Route retested, weighed for 156 days from Feb. 20, 1901.
107111	Salamanca, Olean....	Pennsylvania R. R. Co.	20.22	400	26	c. p. 20 by 9, 12 out, 18 in, thence to Bridgehampton, 9.78 m.; c. p. 6 t. a. w., Montauk and Amagasset, 11.43 m.; 13 out, 7 in, thence to Bridgehampton, 7.30 m.; 19 out, 7 in, thence to Bridgehampton, 8.06 m.	22.66	56.43	1,141.01	
107112	Stewart Junction (n. o.), Hempstead Crossing, Ellenville.	Long Island R. R. Co.	3.87	307	26	c. p. 30 out, 24 in, Stewart Junction and Hempstead Crossing, 3.87 m.	27	49.59	191.91	Weighed for 156 days from Feb. 20, 1901.
107113	New York, Ontario, and Western Ry. Co.	New York, Ontario, and Western Ry. Co.	8.41	464	24	c. p. 24 t. a. w., Summitville and Ellendale, 8.41 m.	24	61.56	517.71	Do.
107114	West Troy Junction (n. o.), Green Island Depot (n. o.).	Delaware and Hudson Co.	0.78	20,351	22	c. p. 34 by 14 t. a. w., West Troy Junction (n. o.), and Green Island Depot (n. o.), 0.78 m.; c. p. 135 out, 147 in, West Troy Junction (n. o.), and Green Island Depot (n. o.), 0.78 m.	155	384.31	280.76	
107115	Theresa Junction (n. o.), Clayton.	New York Central and Hudson River R. R. Co.	16.06	592	26	c. p. 32 out, 19 in, Theresa Junction (n. o.), and Clayton, 16.06 m.	25.50	67.55	1,064.17	Do.
107116	Mount Morris, Dansville.	Dansville and Mount Morris R. R. Co.	15.76	297	18	c. p. 12 t. a. w., Mount Morris and Dansville, 15.76 m.	12	49.59	781.04	
107117	Manor Junction (n. o.), Eastport Junction (n. o.).	Long Island R. R. Co.	5.64	228	20	c. p. 18 out, 12 in, Manor Junction (n. o.), and Eastport Junction (n. o.), 5.64 m.	15	44.46	280.75	Do.
107118	Phenecia, Hunter....	Ulster and Delaware R. R. Co.	15.07	726	18	c. p. 19 t. a. w., Phenecia and Hunter, 15.07 m.	19	73.53	1,108.09	Do.
107119	Herkimer, Malone....	New York Central and Hudson River R. R. Co.	174.37	2,644	26	c. p. 25 by 9, 12 t. a. w., Herkimer and Remsen, 27.64 m.; 25 by 9, 6 t. a. w., 30 by 9, 7 t. a. w., thence to Malone, 145.68 m.; c. p. 6 t. a. w., Herkimer and Poland, 16.62 m.; 0 t. a. w., thence to Remsen, 11.13 m.; 13 out, 7 in, thence to Otter Lake, 19.58 m.; 13 t. a. w., thence to Fulton Chain, 10.35 m.; 25 out, 20 in, thence to Old Forge, 1 m.; 20 t. a. w., thence to Clearwater, 5.19 m.; 7 t. a. w., thence to Malone, 110.20 m.	20,389	135.96	23,706.60	Do.
107120	Whitestone Junction (n. o.), Whitestone.	Long Island R. R. Co.	4.29	368	26	c. p. 25 out, 36 in, Whitestone Junction (n. o.), and College Point, 2.36 m.; 19 out, 24 in, thence to Whitestone, 1.93 m.	26.46	54.72	284.74	Do.

107180	Buffalo (Exchange Street Station), West.	Buffalo, Rochester and Pittsburgh Rwy. Co.	48.21	1,170	24	thence to Newburg, 4.40 m.; 25 out, 28 in, thence to Milton, 11.30 m.; 25 out, 84 in, thence to Highlands, 4.30 m.; 25 out, 28 in, thence to Kingston, 15.90 m.; 14 out, 15 in, thence to Albany, 54 m.	24.52	92.34	4,451.71	
107181	Kaaterskill Junction (n. o.), Kaaterskill.	Ulster and Delaware R. R. Co.	8.95	339	18	apt. 20 by 9, 6 t. a. w., Buffalo and West, 48.18 m.; c. p. 20 out, 19 in, Buffalo and Springville, 32.53 m.; 20 out, 13 in, thence to West, 15.68 m.	19	52.16	466.83	Weighed for 56 days from June 17, 1901.
107182	Boundary Line (n. o.), Kaaterskill.	Grand Trunk Rwy. Co. of Canada.	21.82	293	25	c. p. 6 t. a. w., Boundary Line (n. o.) and Massena Springs, 21.82 m.	6	42.75	932.80	
107183	Massena Springs, De Kalb Junction.	New York Central and Hudson River R. R. Co.	38.01	1,528	26	apt. 25 by 9, 12 t. a. w., Massena Springs and De Kalb Junction, 37.86 m.; c. p. 0 out, 6 in, Massena Springs and Norwood, 13.12 m.; 6 out, 12 in, thence to De Kalb Junction, 24.89 m.	18.92	107.73	4,094.81	Weighed for 156 days from Feb. 20, 1901.
107184	Carthage, Newton Falls.	.....do.....	46.46	395	17	c. p. 12 t. a. w., Carthage and Newton Falls, 46.46 m.	12	48.59	2,303.95	
107185	Jamestown, Mayville.	Jamestown and Chautauqua Rwy. Co.	23.66	289	22	apt. 6 t. a. w., Jamestown and Mayville, 23 m.; c. p. 7 t. a. w., Jamestown and Bemusville, 11.16 m.; 13 t. a. w., thence to Mayville, 12.50 m.	16.16	48.74	1,153.18	Do.
107186	Claverhouse, Rochester.	New York Central and Hudson River R. R. Co.	7.94	1,010	23	c. p. 24 out, 25 in, Claverhouse and Rochester, 7.94 m.	24.50	55.50	678.87	
107187	Cornwall Junction (n. o.), New York (foot of Jay street).	New York, Ontario and Western Rwy. Co.	53.30	4,124	26	apt. 25 by 9, 6 out, 12 in, 20 by 9, 6 t. a. w., Cornwall Junction (n. o.) and New York, 53.30 m.; c. p. 7 out, 8 in, Cornwall Junction, (n. o.) and New York, 53.30 m.	22.50	44.46	2,369.71	Lap service over route 107129. Weighed for 156 days from Feb. 20, 1901.
107188	Fulton, Woodard Junction (n. o.).	New York Central and Hudson River R. R. Co.	17.52	665	28	c. p. 30 out, 26 in, Fulton and Woodard Junction (n. o.), 17.52 m.	28	70.97	1,243.89	
107189	Vacant.	Port Jervis, Monticello and New York R. R. Co.	10.73	65	20	c. p. 12 t. a. w., Summitville and West Brookville, 10.73 m.	12	42.75	458.70	
107140	Summitville, West Brookville.	New York Central and Hudson River R. R. Co.	13.48	422	27	c. p. 18 t. a. w., Oswego and Fulton, 13.48 m...	18	8.55	114.82	Lap service over route 107048. Weighed for 156 days from Feb. 20, 1901.
107141	Oswego, Fulton	Hudson River R. R. Co.								
107142	Prattsburg, Kanona..	Kanona and Prattsburg Rwy. Co.	12.24	249	16	c. p. 18 t. a. w., Prattsburg and Kanona, 12.24 m.	18	46.17	566.12	
107143	Raquette Lake, Clearwater (n. o.).	Raquette Lake Rwy. Co.	17.92	90	21	c. p. 13 t. a. w., Raquette Lake and Clearwater (n. o.), 17.92 m.	13	42.75	766.08	Weighed for 186 days from Feb. 20, 1901.
107144	Churchville Junction (n. o.), Station A, Buffalo.	New York Central and Hudson River R. R. Co.	54.86	299	30	apt. 20 by 9, 6 t. a. w., Churchville Junction (n. o.) and Station A, Buffalo, 54.86 m.; c. p. 6 t. a. w., Churchville Junction (n. o.) and Station A, Buffalo, 54.86 m.	12	49.59	2,720.50	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and 'ermini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route, per day.	Miles per hour.	Mall car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.	Remarks.
NEW YORK—cont'd.										
107179	Attica, Arcade.....	Buffalo, Attica and Arcade R. R. Co.	<i>Miles.</i> 26.42	181	12	c. p. 12 t. a. w., Attica and Arcade, 26.42 m.	12	<i>Dollars.</i> 42.75	<i>Dollars.</i> 1,129.45	
107180	Vacant.	Fonda, Johnstown and Gloversville R. Co.	6.82	167	18	c. p. 12 out and 18 in, Broadalbin Junction and Broadalbin, 6.82 m.	15	42.75	270.18	Weighed for 156 days from Feb. 20, 1901.
107181	Broadalbin Junction (n. o.), Broadalbin.									
107182	Vacant.									
107183	Vacant.									
107184	Vacant.									
107185	Vacant.									
107186	Vacant.									
107187	Vacant.									
107188	Vacant.									
107189	Vacant.									
107190	Vacant.									
107191	Pecksport (n. o.), Whites Corners (n. o.)	New York, Ontario, and Western R. R. Co.	3.69	191	24	c. p. 7 t. a. w., Pecksport and Whites Corners, 3.69 m.	7	42.75	157.74	
107192	Erie Junction (n. o.), N. Y., Shinglehouse, Pa.	New York and Pennsylvania R. R. Co.	52.19	348	19	c. p. 6 out and 0 in, Erie Junction and Canisteo, 0.60 m.; 12 t. a. w. thence to Shinglehouse, 51.59 m.	11.89	53.01	2,766.59	Route restated.
107193	Depew Junction (n. o.), Tonawanda Junction (n. o.).	Lehigh Valley R. R. Co.	10.48	3,668	24	c. p. 35 out and 1 in, Depew Junction (n. o.) and Tonawanda Junction (n. o.), 10.48 m.	18	151.34	1,586.04	
NEW JERSEY.										
109001	New York, N. Y., Easton, Pa.	Central R. R. Co. of New Jersey.	73.67	13,919	30	r. p. o. authorized: 1 l. 60 ft. and 1 l. 40 ft., Jersey City and Boundbrook, 30.08 m.; r. p. o. run, 60 by 9, 7 t. a. w., and 52 by 9, 7 t. a. w., Jersey City and Boundbrook, 30.08 m.; apt., 25 by 8.6, 6 out and 7 in, 33 by 9, 6 t. a. w., 25 by 9, 12 t. a. w., 28 by 9,	75.87	265.91	19,586.58	r. p. o. pay, \$2,292.25 per annum, \$75 per mile for 30.08 miles, Jersey City and Boundbrook.

109002	Somerville, Fleming- ton.	Central R. R. Co. of New Jersey.	15. 96	360	24	6 t. a. w., .27 by 9. 6 t. a. w., .25 by 9. 6 t. a. w., Jersey City and Elizabethport, 9.62 m.; 27 by 9. 6 t. a. w., .25 by 9. 6 t. a. w., .23 by 9. 6 t. a. w., thence to Easton, 63.05 m.; c. p. 56 out and 57 in, New York and Jersey City, 1 m.; 104 out and 139 in, thence to Bayonne, 4.27 m.; 104 out and 139 in, thence to Elizabethport (n. 6.), 5.35 m.; 110 out and 142 in, thence to Elizabeth, 1.91 m.; 106 out and 113 in, thence to Roselle, 2.84 m.; 106 out and 113 in, thence to Aldene Station, 0.78 m.; 88 out and 113 in, thence to Westfield, 3.69 m.; 88 out and 94 in, thence to Plainfield, 4.51 m.; 73 out and 79 in, thence to Dunellen, 2.92 m.; 69 out and 73 in, thence to Bound Brook, 0.6 m.; 11 out and 27 in, thence to Secaucus, 4.49 m.; 7 out and 19 in, thence to Hightbridge, 17.80 m.; 7 out and 18 in, thence to Phillipsburg, 20.06 m.; 6 out and 6 in, thence to Easton, 10.59 m.; and Neshanic, 7.89 c. p. 24 t. a. w. Somerville and Neshanic, 7.89 m.; 24 out and 18 in, thence to Three Bridges, 4.22 m.; 24 t. a. w., thence to Flemington, 3.85 m.; 24 t. a. w., thence to Flemington, 3.85 m.	28. 20	53. 87	859. 76
109003	Elizabethport, Bay- head Junction (n.o.).	.....do	49. 96	5, 231	27	apt. 30 by 9. 6 t. a. w., .25 by 9. 18 t. a. w., Elizabethport and Perth Amboy, 11.45 m.; 30 by 9. 6 t. a. w., .25 by 9. 18 t. a. w., 21 by 9. 6 t. a. w., thence to South Amboy, 2 m.; 30 by 9. 6 t. a. w., .25 by 9. 18 t. a. w., thence to Longbranch, 20.97 m.; 30 by 9. 6 t. a. w., .25 by 9. 18 t. a. w., 20 by 9. 12 t. a. w., thence to Seagirt, 11.78 m.; 30 by 9. 6 t. a. w., .25 by 9. 18 t. a. w., thence to Point Pleasant, 2.77 m.; No. apt., thence to Bayhead Junction, 0.99 m.; c. p. 13 out and 32 in, Elizabethport and Tremley, 3.87 m.; 13 out and 27 in, thence to Seward, 4.52 m.; 13 out and 26 in, thence to Maurer, 1.11 m.; 13 out and 32 in, thence to Perth Amboy, 1.95 m.; 19 out and 50 in, thence to South Amboy, 2 m.; 13 out and 44 in, thence to Matawan Junction, 5.21 m.; 13 out and 32 in, thence to Redbank, 9.83 m.; 13 out and 19 in, thence to Branchport, 4.87 m.; 19 out and 25 in, thence to Longbranch, 11.06 m.; 19 out and 25 in, thence to Asbury Park, 5.68 m.; 19 out and 31 in, thence to Seagirt, 6.10 m.; 7 out and 19 in, thence to Manasquan, 0.78 m.; 13 out and 19 in, thence to Point Pleasant, 1.99 m.; 24 out and 30 in, thence to Bayhead Junction, 0.99 m.	49. 23	172. 71	8, 628. 59

Weighed for 154 days
from Feb. 20, 1901.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mails per hour.	Feet and inches.	Average week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
108004	NEW JERSEY—cont'd. New York, N. Y., Philadelphia, Pa.	Pennsylvania R. R. Co.	<i>Miles.</i> 90.47	<i>Pounds.</i> 890,894	33		<i>Feet and inches.</i> R. P. O. authorized: 15 i. 60 ft. and 24 i. 50 ft., Jersey City and Philadelphia, 89.47 m.; r. p. o. run 60 by 9 i. 118 out and 109 in, Jersey City and Philadelphia, 89.47 m.; storage cars, 60 by 9 i. 41 out and 9 in, d. h. 60 by 9 i. 7 in, Jersey City and Philadelphia, 89.47 m.; apt. 21.8 by 9, 18 t. a. w., 21 by 9, 6 t. a. w.; Jersey City and Rahway, 18.37 m.; 21.8 by 9, 18 t. a. w., thence to Trenton, 38.01 m.; 21.8 by 9, 18 t. a. w., 21.6 by 9, 12 t. a. w.; thence to Philadelphia, 33.69 m.; c. p., 340 out and 345 in, New York and Jersey City, 1 m.; 252 out and 236 in, thence to Newark, 7.75 m.; 264 out and 247 in, thence to Waverly Place, 2.69 m.; 292 out and 235 in, thence to Elizabeth, 2.65 m.; 245 out and 268 in, thence to Linden, 8.21 m.; 245 out and 210 in, thence to Rahway, 2.07 m.; 194 out and 166 in, thence to Metuchen, 6.41 m.; 194 out and 160 in, thence to New Brunswick, 5.36 m.; 176 out and 160 in, thence to Monmouth Junction, 9.87 m.; 188 out and 172 in, thence to Princeton, 6.01 m.; 182 out and 178 in, thence to Trenton, 10.36 m.; 171 out and 141 in, thence to Bristol, 9.64 m.; 177 out and 147 in, thence to Bridgewater, 2.60 m.; 183 out and 147 in, thence to Forrestdale, 5.07 m.; 196 out and 181 in, thence to Holmesburg, 2.59 m.; 197 out and 198 in, thence to Tucony, 1.04 m.; 203 out and 193	294.71	<i>Dollars.</i> 4,289.54	<i>Dollars.</i> 388,074.68	R. P. O. pay, \$75,049.50 per annum; \$850 per mile for 89.47 miles, Jersey City and Philadelphia.

109006	Philadelphia, Pa., South Amboy, N. J.	.....do.....	61.91	1,508	24	in, thence to Frankford Junction, 3.52 m.; 211 out and 212 in, thence to Germantown Junction, 3.25 m.; 211 out and 206 in, thence to Philadelphia, 6.35 m. apt. 21.6 by 9, 6 t. a. w., and 20 by 9, 6 t. a. w.; Camden and South Amboy, 60.75 m.; no apt. Philadelphia and Camden, 0.66 m.; c. p. 24, t. a. w., Philadelphia and Camden, 0.66 m.; 38 out and 36 in, thence to Palmyra, 7.58 m.; 36 out and 30 in, thence to Edgewater Park, 7.34 m.; 42 out and 30 in, thence to Burlington, 2.32 m.; 48 out and 30 in, thence to Kinkora, 6.29 m.; 84 out and 30 in, thence to Bordentown, 3.07 m.; 12 out and 6 in, thence to Hightstown, 3.79 m.; 6 out and 6 in, thence to Hightstown, 3.94 m.; 0 out and 12 in, thence to Jamesburg, 7.35 m.; 0 out 0 in, thence to South Amboy, 13.68 m.; apt. no. 121 by 6, 6 t. a. w., 30 by 9, 6 t. a. w., 1.66 m.; 121 by 6, 6 t. a. w., thence to Philadelphia, 1.53 m.; 24 out and 43 in, Philadelphia and Camden, 0.66 m.; 39 out and 43 in, thence to Merchantville, 4.64 m.; 24 out and 43 in, thence to Mount Holly, 14.01 m.; 12 out and 25 in, thence to Smithville, 2.50 m.; 12 out and 19 in, thence to Birmingham, 2.12 m.; 6 out and 6 in, thence to Pemberton, 1.92 m.	29.06	120.56	3,116.47	weighed for 156 days from Feb. 20, 1901.
109007 109008	Vacant, Trenton, Manunka Chunk (n. o.).	.....do.....	67.85	2,776	27	apt. 21 by 9, 12 t. a. w., Trenton and Manunka Chunk, 67.85 m.; c. p. 24 out and 31 in, Trenton and Lambertville Station, 16.15 m.; 24 out and 25 in, thence to Stockton, 3.35 m.; 18 out and 25 in, thence to Phillipsburg, 30.95 m.; 34 out and 19 in, thence to Manunka Chunk, 17.40 m. c. p. 18 t. a. w., Lambertville and Flemington, 12.68 m.	35.07	138.51	9,397.90	
109009	Lambertville, Flemington.	.....do.....	12.68	268	20	c. p. 12 t. a. w., East Millstone and New Brunswick, 8.62 m.	18	47.08	596.34	
109010	East Millstone, New Brunswick.	.....do.....	8.62	143	20	c. p. 12 t. a. w., Rocky Hill and Monmouth Junction, 7 m.	12	42.75	368.50	
109011	Rocky Hill, Monmouth Junction.	.....do.....	7	193	18	c. p. 12 t. a. w., Kinkora and Jullustown, 9.79 m.	12	42.75	296.25	
109012	Kinkora, Jullustown	.....do.....	9.79	149	17		12	42.75	418.52	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadvised routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>	
109013	NEW JERSEY—cont'd. Hoboken, Denville ...	Delaware, Lackawanna and Western R. R. Co.	36.84	5,568	28	<i>Feet and inches.</i> apt. 23.5 by 8.10, 6 t. a. w., 15 by 8.10, 24 t. a. w., Hoboken and Summit, 20.13 m.; 23.5 by 8.10, 6 t. a. w., 15 by 8.10, 18 t. a. w., thence to Morristown, 9.55 m.; 23.5 by 8.10, 6 t. a. w., 15 by 8.10, 12 t. a. w., thence to Denville, 6.65 m.; c. p. 134 out and 155 in, Hoboken and Newark, 7.67 m.; 80 out and 88 in, thence to East Orange, 2.33 m.; 80 out and 94 in, thence to Orange Valley, 0.88 m.; 31 out and 35 in, thence to South Orange, 1.61 m.; 19 out and 35 in, thence to Summit, 6.39 m.; 13 out and 31 in, thence to Convent Station, 2.10 m.; 13 out and 25 in, thence to Morristown, 2.10 m.; 13 out and 19 in, thence to Morristown, 2.31 m.; 7 out and 19 in, thence to Denville, 4.35 m.	\$2.24	<i>Dollars.</i> 176.99	<i>Dollars.</i> 6,520.31	
109014 109015	Dover, Chester Philadelphia, Pa., Atlantic City, N. J.	.....do..... West Jersey and Seashore R. R. Co.	13.14 59.17	181 3,389	19 29	c. p. 12 t. a. w., Dover and Chester, 13.14 m. m. apt. Philadelphia and Camden, 0.66 m.; 29 by 9, 12 t. a. w., thence to Atlantic City, 58.23 m.; c. p. 31 out and 61 in, Philadelphia and Camden, 1.66 m.; 37 out and 61 in, thence to Haddonfield, 6.45 m.; 8 out and 81 in, thence to Hammonton, 23.92 m.; 77 out and 75 in, thence to Atlantic City, 28.54 m.	12 88.12	42.75 147.92	561.73 8,752.42	Weighted for 156 days from Feb. 20, 1901.
109016 109017	Glenwood Junction (n. o.), Glenwood, Jersey City, N. J., Nyack, N. Y.	Pochnuck R. R. Co. Erle R. R. Co.	3.93 28.82	45 1,706	14 24	c. p. 12 t. a. w., Glenwood Junction and Glenwood, 3.93 m.; apt. 12 by 6.9, 18 t. a. w., Jersey City and Nyack, 28.44 m.; c. p. 30 out, 43 in, Jersey City and Fairview, 8.59 m.; 24 out, 43 in, thence to Englewood, 5.86 m.; 24 out, 25 in, thence to Tenafly, 2.11 m.; 18 out and 19 in, thence to Sparkhill, 7.66 m.; 18 out, 13 in, thence to Nyack, 4.70 m.	12 44.80	42.75 115.43	168.00 3,327.84	

109018	Barnegat City and Barnegat City Junction (n. o.).	Manahawkin and Long Beach Trans- portation Co.	8.89	671	17	c. p. 12 t. a. w., Barnegat City and Barnegat City Junction, 8.89 m.	12	42.76	380.04	Do.
109019	Newfield, Atlantic City.	West Jersey and Sea- shore R. R. Co.	84.74	448	28	apt. 15 by 9, 12 t. a. w., Newfield and Atlantic City, 34.46 m.	12	59.85	2,079.18	Do.
109020	Pleasantville, Som- ers Point.	.....do	7.58	139	21	c. p. 24 out and 18 in, Pleasantville and Som- ers Point, 7.58 m.	21	42.76	324.04	Do.
109021	Elmer, Salem	.....do	17.31	418	20	apt., no apt. Elmer and Riddleton Junction, 10.34 m.; 10 by 7, 12 t. a. w., thence to Salem, 6.64 m.; c. p. 12 t. a. w., Elmer and Riddleton Junction, 10.37 m.; 12 out and 24 in, thence to Alloway Junction, 1.23 m.; 12 out and 30 in, thence to Salem, 5.71 m.	19.99	58.14	1,003.40	Do.
109022	Woodbury, Riddle- ton Junction (n. o.).	.....do	22.26	720	26	apt. 10 by 7, 12 t. a. w., Woodbury and Riddle- ton Junction, 22.06 m.; c. p. 12 out and 24 in, Woodbury and Swedesboro, 11.01 m.; 12 out and 13 in, thence to Woodstown, 6.84 m.; 12 in, thence to Riddleton Junction, 4.41 m.	26.70	73.58	1,686.77	Do.
109023	Monmouth Junction, Sea Girt.	Pennsylvania R. R. Co.	83.49	908	24	apt. 20 by 9, 12 t. a. w., Monmouth Junction and Sea Girt, 33.35 m.; c. p. 18 out and 24 in, Monmouth Junction and Jamesburg, 6.76 m.; 24 t. a. w. thence to Englishtown, 5.90 m.; 18 t. a. w. thence to Freshhold, 4.75 m.; 13 out and 24 in, thence to Farmington, 7.50 m.; 12 out and 24 in, thence to Sea Girt, 8.53 m.	31.78	81.28	2,720.39	Do.
109024	Jersey City, N. J., Havertown, N. Y.	New Jersey and New York R. R. Co.	41.81	778	22	apt. 15 by 9, 6 t. a. w., 10 by 7, 18 t. a. w., Jersey City and Hillsdale, 21.40 m.; 15 by 9, 6 t. a. w., 10 by 7, 6 t. a. w. thence to Spring Valley, 9.10 m.; 15 by 9, 6 t. a. w. thence to Haver- straw, 11 m.; c. p. 6 t. a. w. Jersey City and Hillsdale, 21.40 m.; 12 out, 18 in, thence to Montvale, 2.90 m.; 12 t. a. w. thence to Pearl River, 1.30 m.; 6 out, 12 in, thence to Nan- net, 2.50 m.; 6 out, 12 in, thence to Spring Valley, 2.40 m.; 6 t. a. w. thence to Hacken- sack, 11.31 m.	23.68	75.24	3,145.78	
109025	Waterloo, Franklin Furnace.	Delaware, Lacka- wanna and West- ern R. R. Co.	24.88	470	25	apt. 10 by 6, 12 t. a. w., Waterloo and Newton, 11.50 m.; 6 t. a. w. thence to Branchville Junction, 3.30 m.; no apt. residue, 9.30 m.; c. p. 18 t. a. w., Waterloo and Newton, 11.50 m.; 24 out and 30 in, thence to Branchville Junction, 3.30 m.; 18 t. a. w. thence to Frank- lin Furnace, 10.03 m.	25.58	61.56	1,531.61	
109026 109027	Vacant Newark, Montclair.	.....do	6.07	798	27	c. p. 54 out and 60 in, Newark and Bloomfield, 3.88 m.; 34 t. a. w. thence to Glenridge, 0.64 m.; 36 t. a. w. thence to Montclair, 1.56 m.	51.32	76.10	451.92	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mall car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			Miles.	Pounds.				Dollars.	Dollars.	
109028	NEW JERSEY—cont'd. Washington, N. J., Easton, Pa.	Delaware, Lackawanna and Western R. R. Co.	14.35	558	32	apt. 23.5 by 9, 6 t. a. w., Washington and Easton, 14.35 m.; c. p. 12 out and 18 in, Washington and Stewartville, 9.03 m.; 6 out and 18 in, thence to Phillipsburg, 4.70 m.; 6 t. a. w., thence to Easton, 0.62 m. r. p. o. 60 by 8.10, 6 inward (not authorized), c. p. 6 outward, Jersey City and Newark, 10.14 m.	19.62	\$65.84	\$944.80	
109029	Jersey City (Washington street), Frelinghuysen avenue (Newark)	Lehigh Valley R. R. Co.	10.14	4,548	36	c. p. 36 out, 61 in, Newark and Avondale, 4.03 m.; 38 out, 49 in, thence to Nutley, 0.57 m.; 24 out, 43 in, thence to Paterson, 6.80 m. c. p. 35 t. a. w., Orange Junction and West Orange, 4.10 m. apt. 15 by 9, 12 t. a. w., Whiting and Tuckerton, 29 m.; c. p. 0 out and 3 in, Whiting and Manahawkin, 21.72 m. c. p. 12 t. a. w., Bridgeton Junction and Bivalve, 22.06 m.	6	164.16	1,664.58	
109030	Newark, Paterson....	Erie R. R. Co.....	11.40	350	22	apt. 15 by 9, 12 t. a. w., Jersey City and Sterling Forest, 41 m.; no apt., thence to Greenwood Lake, 4 m.; c. p. 54 out, 79 in, Jersey City and Greenwood Lake Junction, 3 m.; 36 out, 43 in, thence to Arlington, 4.03 m.; 30 out, 37 in, thence to Montclair, 5.58 m.; 30 out, 36 in, thence to Upper Montclair, 1.76 m.; 18 out, 24 in, thence to Cedar Grove, 3.15 m.; 18 t. a. w., thence to Wayne, 4.48 m.; 18 out, 12 in, thence to Pompton Junction, 5.73 m.; 12 t. a. w., thence to Midvale, 3.39 m.; 6 out, 12 in, thence to Ringwood Junction, 0.90 m.; 0 out, 6 in, thence to Sterling Forest, 3.98 m.; 12 out, 18 in, thence to Greenwood Lake, 4.37 m.	39.25	53.01	604.31	
109031	Orange Junction (n. o.), West Orange.	.....do.....	4.10	140	18		36	42.75	175.27	
109032	Whiting, Tuckerton..	Tuckerton R. R. Co ...	29.59	476	27		13.10	62.42	1,847.00	weighed for 156 days from Feb. 20, 1901.
109033	Bridgeton Junction (n. o.), Bivalve.	Central R. R. Co. of New Jersey.	22.06	257	21		12	46.17	1,018.51	Do.
109034	Jersey City, N. J., Greenwood Lake, N. Y.	Erie R. R. Co.....	45.37	412	23		32.89	57.29	2,599.24	Do.

109035	Williamstown Junction (n.o.), Mullica Hill.	Atlantic City R. R. Co.	19. 70	147	27	c. p. 12 t. a. w., Williamstown Junction and Glasboro, 13 m.; 18 t. a. w., thence to Mullica Hill, 6.70 m.	14. 04	42. 75	842. 17
109036	Summit, Gladstone...	Delaware, Lackawanna and Western R. Co.	22. 52	452	25	apt. 10.5 by 6.7, 12 t. a. w., Summit and Gladstone, 22.13 m.; c. p. 6 in, Bernardsville and Summit, 14.69 m.	13. 95	60. 71	1, 867. 18
109037	Jersey City, N. J., Middletown, N. Y.	New York, Susquehanna and Western R. Co.	89. 54	999	24	Jersey City and Middletown, 89.19 m.; c. p., 30 out and 31 in, Jersey City and Granton Junction, 4 m.; 36 out and 31 in, thence to Hackensack, 9.59 m.; 36 t. a. w., thence to Lodi Junction, 0.98 m.; 18 out and 24 in, thence to Maywood, 0.56 m.; 24 out and 18 in, thence to Rochelle Park, 0.76 m.; 18 out and 12 in, thence to Paterson, 5.09 m.; 6 out and 6 in, thence to Keys, 34.17 m.; 0 out, 0 in, thence to Middletown, 34.44 m.; apt. 21.6 by 9, 6 t. a. w., Rahway and Perth Amboy, 6.96 m.; c. p. 49 out, 42 in, Rahway and Avenue, 2.31 m.; 43 out, 36 in, thence to Woodbridge, 1.41 m.; 25 out, 30 in, thence to Perth Amboy, 3.51 m.	20. 77	84. 65	7, 579. 55
109038	Rahway, Perth Amboy.	Pennsylvania R. R. Co.	7. 25	820	24	c. p. 24 out and 18 in, Woodbury and Penn Grove, 20.31 m.	41. 59	77. 81	562. 55
109039	Woodbury, Penn Grove.	West Jersey and Seashore R. R. Co.	20. 31	827	20	apt. 12 by 6.6, 6 t. a. w., Highbridge and Rockaway, 30.44 m.; no apt. residue; c. p. 6 t. a. w., Highbridge and German Valley, 11.38 m.; 0 out, 6 in, thence to Kenil, 10.43 m.; 0 out, 0 in, thence to Hopalong, 1.98 m.; 12 out, 6 in, thence to Dover, 3.14 m.; 0 out, 0 in, thence to Rockaway, 3.37 m.; 12 t. a. w., thence to Hibernia, 3.59 m.	21	51. 80	1, 041. 90
109040	Highbridge, Hibernia.	Central R. R. Co. of New Jersey.	34. 09	257	20	apt. 21.6 by 9, 12 t. a. w., 20 by 9, 18 t. a. w., 10 by 7, 12 t. a. w., Camden and Woodbury, 54.8 m.; 21.6 by 9, 12 t. a. w.; 21.6 by 9, 12 t. a. w., thence to Cape May, 68.70 m.; c. p. 91 out, 83 in, Philadelphia and Woodbury, 9.14 m.; 73 out, 67 in, thence to Glasboro, 3.42 m.; 67 out, 65 in, thence to Newfield, 11.22 m.; 49 out, 68 in, thence to Newfield, 4.15 m.; 49 t. a. w., thence to Sea Isle Junction, 20.94 m.; 37 in, thence to Cape May C. H., 8.64 m.; 19 in, thence to Cape May C. H., 8.64 m.; 43 out, 25 in, thence to Angelsea Junction, 2.60 m.; 31 out, 19 in, thence to Cape May, 9.72 m.	10. 40	46. 17	1, 573. 98
109041	Philadelphia, Pa., Cape May, N. J.	West Jersey and Seashore R. R. Co.	82. 55	2, 993	26	c. p. 15 out, 12 in, Beachhaven and Manahawkin, 12.49 m.	66. 91	141. 96	11, 716. 82
109042	Beachhaven, Manahawkin.	Pennsylvania R. R. Co.	12. 49	133	20	c. p. 36 out, 30 in, Matawan Station and Freehold, 12.56 m.	12. 50	42. 75	583. 94
109043	Matawan Station (n.o.), Freehold.	Central R. R. Co. of New Jersey.	12. 66	458	25		83	60. 71	768. 58

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Do.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjuſted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
NEW JERSEY—cont'd.										
109044	Trenton Junction (n. o.).	Philadelphia and Reading R. Co.	3.67	204	22	c. p. 24 t. a. w., Trenton and Trenton Junction, 3.67 m.	24	Dollars. 42.76	Dollars. 156.89	
109045	Haddonfield, Medford	West Jersey and Seashore R. Co.	12.19	218	18	c. p. 18 out, 24 in, Haddonfield and Medford, 12.19 m.	21	43.61	531.60	Weighted for 156 days from Feb. 30, 1901.
109046	Bordentown, Trenton	Pennsylvania R. R. Co.	6.15	885	24	c. p. 72 out, 45 in, Bordentown and Trenton, 6.15 m.	58.50	77.81	473.63	
109047	Sea Isle City, Stone Harbor.	West Jersey and Seashore R. Co.	8.69	36	17	c. p. 18 out, 12 in, Sea Isle City and Avalon, 4.05 m.; 12 t. a. w. thence to Stone Harbor, 4.64 m.	13.89	42.76	371.49	Do.
109048	Branchville Junction (n. o.), Branchville.	Delaware, Lackawanna and Western R. Co.	6.43	204	24	apt. 10 by 6.10, 6 t. a. w.; Branchville Junction and Branchville, 6.20 m.; c. p. 12 t. a. w., Branchville Junction and Branchville, 6.43 m.	18	42.76	274.88	
109049	Redbank, Bridgeton..	Central R. R. Co. of New Jersey.	95.09	442	24	apt. 20.9 by 8.10, 6 t. a. w., Redbank and Bridgeton, 94.78 m.; c. p. 18 out, 19 in, Redbank and Lakewood, 20.90 m.; 13 t. a. w. thence to Wakehurst, 7.73 m.; 6 t. a. w. thence to Winslow, 99.10 m.; 0 t. a. w. thence to Bridgeton, 27.96 m.	13.87	59.86	5,691.13	Do.
109050	Lakehurst, Barnegat.	.....do.....	22.82	268	21	c. p. 24 t. a. w., Lakehurst and Toms River, 3.78 m.; 24 out and 18 in, thence to Barnegat, 10.98 m.; 24 out and 12 in, thence to Barnegat, 10.98 m.	20.54	47.08	1,049.70	Do.
109051	Glassboro, Bridgeton.	West Jersey and Seashore R. Co.	21.06	1,845	24	apt. 18 by 8.6, 18 t. a. w., Glassboro and Bridgeport, 20.73 m.; c. p. 12 out and 18 in, Glassboro and Bridgeton, 21.06 m.	33	100.04	2,106.84	Do.
109052	Greycourt, N. Y., Belvidere, N. J.	Lehigh and Hudson River Rwy. Co.	63.46	227	21	apt. 13.6 by 6.6, 6 t. a. w., Greycourt and Belvidere, 63.20 m.; c. p. 24 out, 18 in, Greycourt and Warwick, 10.10 m.; 6 out, 0 in, thence to Lake Grinnell, 19.80 m.; 0 t. a. w. thence to Belvidere, 33.51 m.	10.29	44.46	2,821.43	
109053	Princeton Junction, Princeton.	Pennsylvania R. R. Co.	8.65	1,046	19	c. p. 50 t. a. w., Princeton Junction and Princeton, 3.65 m.	50	37.21	399.59	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	NEW JERSEY—cont'd.		Miles.	Pounds.				Dollars.	Dollars.	Weighted for 156 days from Feb. 20, 1901.
109072	Philadelphia, Pa., Atlantic City, N. J.	Atlantic City R. R. Co.	57.26	696	28	apt. 25 by 9, 6 t. a. w., Philadelphia and Atlantic City, 56.80 m.; c. p. 24 t. a. w., Philadelphia and Clementon, 13.30 m.; 18 out, 24 in, thence to Williamstown Junction, 5 m.; 12 out, 18 in, thence to Brigantine Junction, 26.70 m.; 12 out, 6 in, thence to Atlantic City, 12.26 m.	22.82	71.82	4,112.41	
109073	Camden, Grenloch ..	do	12.20	150	26	c. p. 12 t. a. w., Camden and Grenloch, 12.20 m.	12	42.75	521.55	Do.
109074	Brigantine Junction (n. o.), Brigantine.	do	14.88	101	15	c. p. 12 t. a. w., Brigantine Junction and Brigantine, 14.88 m.	12	42.75	614.74	Do.
109075	Landsdown Station (n. o.), Pittstown.	Lehigh Valley R. R. Co.	4.06	99	12	c. p. 12 t. a. w., Landsdown Station and Pittstown, 4.08 m.	12	42.75	174.42	
109076	New Brunswick, South Amboy.	Raritan River R. R. Co	13.66	222	20	c. p. 18 out, 24 in, New Brunswick and South Amboy, 13.66 m.	21	43.61	596.71	
109077	Vacant.									
109078	Vacant.									
109079	Newark, Jersey City ..	Central R. R. Co. of New Jersey.	7.51	186	27	c. p. 24 out, 18 in, Newark and Jersey City, 7.51 m.	21	42.75	321.06	
109080	Alloway Junction (n. o.), Quinton.	West Jersey and Seashore R. R. Co.	4.44	80	16	c. p. 12 out, 18 in, Alloway Junction and Quinton, 4.44 m.	15	42.75	189.81	Do.
109081	Vacant.									
109082	Morristown, Whippany.									No distance circular.
109083	Morristown, White House Station.	Rockaway Valley Rwy. Co.	27.65	197	12	c. p. 12 t. a. w., Morristown and White House Station, 27.65 m.	12	42.75	1,182.08	
109084	Lodi Junction (n. o.), Lodi.	New York, Susquehanna and Western R. R. Co.	1.88	88	12	c. p. 18 out, 12 in, Lodi Junction and Lodi, 1.88 m.	15	42.75	90.37	
110001	PENNSYLVANIA. Philadelphia, Pittsburgh.	Pennsylvania R. R. Co.	353.65	270,078	88	r. p. o. authorized: 10 l. 60 ft. and 14 l. 50 ft., 353.65 m.; r. p. o. run, 60 by 9.88 out and 70 in; storage cars, 60 by 9.35 out and 7 in; dead-head, 7 in Philadelphia and Pittsburgh, 353.65 m.; apt., 30 by 9.1, 6 t. a. w., 25 by 9.2, 6 t. a.	92.563, 008.621	1,062,280.21	r. p. o. pay \$198,044 per annum, \$560 per mile for 353.65 miles, Philadelphia and Pittsburgh.	

110002	West Falls (n. o.), Bridgeport.	Philadelphia and Reading R. R. Co.	12.01	3,769	24	<p>w., 15 by 9, 18 t. a. w., Philadelphia and Pa- oli, 19.90 m.; 30 by 9.1, 6 t. a. w., 25 by 9.2, 6 t. a. w., 15 by 9, 6 t. a. w., thence to Frazer, 4 m.; 30 by 9.1, 6 t. a. w., 25 by 9.2, 6 t. a. w., thence to Conestoga Junction, 43.20 m.; 30 by 9.1, 6 t. a. w., 25 by 9.2, 6 t. a. w., 9.10 by 6.7, 12 t. a. w., thence to Lancaster, 1.50 m.; 30 by 9.1, 6 t. a. w., 25 by 9.2, 6 t. a. w., thence to Middletown, 27.60 m.; 30 by 9.1, 6 t. a. w., 25 by 9.2, 6 t. a. w., 25.6 by 8.9, 6 t. a. w., thence to Harrisburg, 9.10 m.; no apt, thence to Altoona, 131.45 m.; 25 by 9, 6 t. a. w., 15.3 by 9.1, 6 t. a. w., thence to Greensburg, 22.20 m.; 21.6 by 9, 6 t. a. w., 20 by 9, 6 t. a. w., 13.3 by 9, 6 t. a. w., 25 by 9, 6 t. a. w., thence to Wall, 17.30 m.; 12 by 6.8, 30 t. a. w., 21.6 by 9, 6 t. a. w., 20 by 9, 6 t. a. w., 15.3 by 9.1, 6 t. a. w., 25 by 9, 6 t. a. w., thence to Pitts- burg, 14 m.; c. p., 103 out, 158 in, Philadel- phia and 52d st., 4 m.; 34 out, 107 in, thence to Overbrook, 1.50 m.; 34 out, 103 in, thence to Bryn Mawr, 4.70 m.; 34 out, 97 in, thence to Radnor, 2.80 m.; 34 out, 96 in, thence to St. Davids, 0.80 m.; 34 out, 95 in, thence to Wayne, 1.90 m.; 34 out, 71 in, thence to Ber- wyn, 1.10 m.; 28 out, 70 in, thence to West White- land, 8.50 m.; 28 out, 37 in, thence to Down- ingtown, 4.10 m.; 28 out, 46 in, thence to Parkersburg, 11.50 m.; 28 out, 33 in, thence to Lancaster, 24.60 m.; 22 out, 33 in, thence to Middletown, 27.60 m.; 28 t. a. w., thence to Harrisburg, 9.10 m.; 28 t. a. w., thence to Mount Union, 85.74 m.; 34 out, 40 in, thence to Tyrone, 14.2, 31.47 m.; 40 t. a. w., thence to Al- toona, 14.24 m.; 33 out, 30 in, thence to John- stown, 38.70 m.; 27 out, 20 in, thence to Don- ohue Station, 42.70 m.; 33 out, 20 in, thence to Greencastle, 4.20 m.; 33 out, 20 in, thence to Bridgeport, 21.20 m.; 39 out, 27 in, thence to Williamsport, 3.40 m.; 45 out, 39 in, thence to Pittsburgh, 6.70 m.; 45 out, 39 in, thence apd, 25 by 3.17, 6 out West Falls and Bridgeport, 12.01 m.; 16 by 6.4, 6 t. a. w., 13 by 6.4, 6 in Bridgeport and West Falls, 12.01 m.; c. p., 82 out, 26 in, West Falls and Bridgeport, 12.01 m.</p>	41	153.05	1,888.18
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H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	PENNSYLVANIA—continued.									
110003	Philadelphia, Westchester.	Philadelphia, Wilmington and Baltimore R. R. Co.	Miles, 27.80	Pounds, 4,188	24	<p><i>Feet and inches.</i></p> <p>apt. 23 by 9.6, 12 t. a. w., 20.6 by 9.6, 6 t. a. w., 21.6 by 8.10, 6 t. a. w., Philadelphia and Wawa, 18.09 m.; 22 by 9.6, 12 t. a. w., thence to Westchester, 9.34 m.; c. p. 42 out, 38 in, Philadelphia and Lansdowne, 6.36 m.; 30 out, 38 in, thence to Clifton Heights, 1.25 m.; 30 out, 37 in, thence to Media, 6.40 m.; 24 out, 31 in, thence to Wawa, 4.08 m.; 24 out, 31 in, thence to Westchester, 9.71 m.; 1.40 ft.</p>	51.68	Dollars, 159.08	Dollars, 4,421.08	r. p. o. pay \$414.75 per annum, \$76 per mile for 6.63 miles Wayne Junction and Jenkintown.
110004	Philadelphia, Bethlehem.	Philadelphia and Reading Rwy. Co.	55.64	21,852	26	<p>r. p. o. authorized: 1.1, 60 ft. and 1.1, 40 ft., Wayne Junction and Jenkintown, 5.53 m.; r. p. o. run, 60 by 9.7 t. a. w.; 52 by 9.7 t. a. w., Wayne Junction and Jenkintown, 5.53 m.; storage car, 60 by 9.7 t. a. w., Philadelphia and South Bethlehem, 56.64 m.; c. p. 182 out, 231 in, Philadelphia and Columbia Ave. sta., 1.82 m.; 182 out, 237 in, thence to Wayne Junction, 3.27 m.; 190 out, 274 in, thence to Newton Junction, 1.53 m.; 153 out, 231 in, thence to Oak Lawn Station, 1.49 m.; 129 out, 200 in, thence to Ashbourne, 0.33 m.; 123 out, 194 in, thence to Ogoutz, 0.50 m.; 123 out, 188 in, thence to Jenkintown, 1.62 m.; 77 out, 113 in, thence to Glenside, 1.07 m.; 65 out, 88 in, thence to Ambler, 5.36 m.; 65 out, 76 in, thence to Penlyu, 1.53 m.; 65 out, 70 in, thence to Lansdale, 5.57 m.; 33 out, 39 in, thence to Bethlehem and South Bethlehem, 32.47 m.</p>	48.96	163.31	34,496.97	
110005	Philadelphia, Williamsport.	.....do.....	211.28	4,499	25	<p>apt. 30 by 9.6 t. a. w., 20 by 8.11, 6 t. a. w., 13 by 6.4, 6 t. a. w., 16 by 6.4, 6 t. a. w., 25 by 8.11,</p>				

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed punch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
110010	PENNSYLVANIA—continued. Jersey City, N. J., Sayre, Pa.	Lehigh Valley R. R. Co.	Miles. 269.84	Pounds. 21,400	28	<p>Mail car space, railway post-office, apartment and closed punch, frequency of trips, and points between which service is performed.</p> <p><i>Feet and inches.</i></p> <p>r. p. o. authorized: 1 1/2, 50 ft., Jersey City and Sayre, 269.76 m.; t. p. o. run, 60 by 8.10; 7 out, 1 in, Jersey City and Sayre, 269.76 m.; 6 in, Sayre and Newark, 241.76 m.; storage car 60 by 9; 6 out, South Bethlehem and Wilkesbarre; 60 by 8.10, 6 in, Sayre and Newark, 262 m.; apt. 30.6 by 8.4; 13 out, 18 in, Jersey City and Easton, 75.75 m.; 30.6 by 8.4, 6 t. a. w.; 15 by 8.6, 6 in, thence to Mauch Chunk 54.21 m.; 30.6 by 8.4; 19 out, 24 in; 23.3 by 8.6, 6 t. a. w.; 20 by 8.4, 12 out; 15 by 8.6, 6 in, thence to Penn Haven Junction, 8.64 m.; 30.6 by 8.4, 19 out, 18 in, thence to Wilkesbarre, 45.14 m.; 30.6 by 8.4, 12 t. a. w.; 23 by 8.4, 6 in, thence to Sayre, 95.02 m.; c. p. 43 out, 45 in, Jersey City and Newark, 7.76 m.; 43 out, 51 in, thence to Lyons, 3.78 m.; 43 out, 45 in, thence to Plainfield, 13.83 m.; 43 out, 39 in, thence to Phillipsburg, 49.88 m.; 55 out, 51 in, thence to Easton, 0.45 m.; 38 out, 51 in, thence to South Bethlehem, 11.63 m.; 51 out, 44 in, thence to Allentown, 4.74 m.; 32 out, 32 in, thence to Packerton, 27.37 m.; 32 out, 25 in, thence to Mauch Chunk, 1.47 m.; 26 out, 16 in, thence to White Haven, 23.46 m.; 32 out, 26 in, thence to Wilkesbarre, 30.32 m.; 26 out, 14 in, thence to Delaware, Lackawanna and Western Junction, 9.36 m.; 20 out, 14 in, thence to Towanda, 69.28 m.; 13 out, 14 in, thence to Sayre, 16.48 m.</p>	54.2	Dollars. 846.28	Dollars. 98,440.19	r. p. o. pay, \$10,790.40 per annum; \$40 per mile for 269.76 miles; Jersey City and Sayre. Route re-stated.

110011	Delano, Mount Carmel.	Lehigh Valley R. R. Co.	24.75	456	26	apt. 20 by 8.6, 6 t. a. w., Delano and Mount Carmel, 24.17 m.; c. p. 12 t. a. w., Delano and Mahanoy City, 4.76 m.; 12 out, 13 in, thence to Shenandoah, 6.25 m.; 6 out, 7 in, thence to Mount Carmel, 14.74 m.	15.02	60.71	1,562.57
110012	Hazle Creek Junction (n. o.), Audenried.	.....do.....	8.56	176	28	c. p. 12 t. a. w., Hazle Creek Junction and Beaver Meadows, 3.68 m.; 6 t. a. w., thence to Audenried, 4.88 m.	8.56	42.75	365.94
110013	Shamokin, Herndon..	Philadelphia and Reading Rwy. Co.	21.20	212	18	c. p. 12 t. a. w., Shamokin and Herndon, 21.20 m.	12	43.61	924.58
110014	Clarion Junction (n. o.), Johnsonburg.	Buffalo, Rochester and Pittsburg Rwy. Co.	1.06	428	30	apt. 30 by 9, 12 t. a. w., and 20 by 9, 12 t. a. w., Clarion Junction and Johnsonburg, 0.95 m.	24	58.14	61.62
110015	Sunbury, Sugarloaf...	Pennsylvania R. R. Co.	44.79	312	20	apt. 15 by 9, 6 t. a. w., Sunbury and Rockglen, 39.40 m.; 15 by 9, 12 t. a. w., thence to Sugarloaf, 5.20 m.; c. p. 6 t. a. w., Sunbury and Riverside, 12.09 m.; 0 t. a. w., thence to Rockglen, 27.50 m.; 6 t. a. w., thence to Sugarloaf, 6.20 m.	8.98	50.45	2,256.65
110016	Penn Haven Junction (n. o.), Sugarloaf.	Lehigh Valley R. R. Co.	28.40	1,696	25	apt. 20 by 9, 18 t. a. w., Penn Haven Junction and Hazle Creek Junction, 7.08 m.; 20 by 9, 18 out, 12 in, thence to Hazleton, 7.63 m.; 15 by 9, 12 t. a. w., thence to Sugarloaf, 8.69 m.; c. p. 20 out, 19 in, Penn Haven Junction and Weatherly, 5.08 m.; 8 out, 19 in, thence to Jeddo Junction, 4 m.; 20 out, 31 in, thence to Stockton, 3.15 m.; 25 out, 31 in, thence to Hazleton, 2.48 m.; 12 out, 6 in, thence to Sugarloaf, 8.69 m.	31.13	114.57	2,680.98
110017	Scranton, Northumberland.	Delaware, Lackawanna and Western R. R. Co.	79.95	3,827	25	apt. 20 by 8.1, 6 t. a. w., 21 by 8.1, 6 t. a. w., Scranton and Northumberland, 79.76 m.; c. p. 18 out, 31 in, Scranton and Taylor, 3.08 m.; 18 out, 25 in, thence to Pittston Junction, 7.31 m.; 12 out, 19 in, thence to Luzerne, 5.43 m.; 12 out, 13 in, thence to Northumberland, 64.13 m.	25.62	149.62	11,982.11
110018	Wilkesbarre, Carbon- dale.	Delaware and Hud- son Co.	35.39	4,210	25	apt. 18 by 8.8, 6 t. a. w., 15.6 by 8.8, 6 t. a. w., 17.3 by 8.8, 6 t. a. w., Wilkesbarre and Scranton, 18.33 m.; 18 by 8.8, 6 t. a. w., 15.6 by 8.8, 6 t. a. w., 17.3 by 8.8, 6 t. a. w., 15.3 by 8.8, 6 t. a. w., thence to Carbondale, 16.52 m.; c. p. 19 out, 38 in, Wilkesbarre and Scranton, 18.33 m.; 7 out, 25 in, thence to Carbondale, 17.08 m.	43	159.06	5,623.07
110019	Port Clinton, Tama- qua.	Philadelphia and Reading Rwy. Co.	20.65	1,271	24	apt. 25 by 8.8, 6 t. a. w., Port Clinton and Tamaqua, 20.11 m.; c. p. 18 out, 12 in, Port Clinton and Tamaqua, 20.65 m.	21	94.62	1,995.20

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mall car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	PENNSYLVANIA—Continued.									
110020	Elmira, N. Y., Hoytville, Pa.	Erie R. R. Co.	Miles. 64.66	Pounds 965	16	<p><i>Feet and inches.</i></p> <p>apt. 15.10 by 9.1, 6 t. a. w., Elmira and Blossburg, 49.04 m.; no apt. thence to Hoytville, 15.59 m.; c. p. 12 out, 6 in, Elmira and Mansfield, 40.30 m.; 6 t. a. w. thence to Blossburg, 8.74 m.; 12 t. a. w. thence to Morris, 14.74 m.; 12 out, 6 in, thence to Hoytville, 0.88 m.</p> <p>r. p. o. authorized: 1 i., 60 ft., Williamsport and Elmira, 78.09 m.; r. p. o. run, 60 by 9, 7 t. a. w., Williamsport and Elmira, 78.09 m.; apt. 25 by 9, 6 t. a. w., Williamsport and Elmira, 78.09 m.; c. p. 12 out, 6 in, Williamsport and Canton, 40.56 m.; 12 t. a. w. thence to Elmira, 36.30 m.</p>	13.82	Dollars. 82.94	Dollars. 5,362.90	
110021	Williamsport, Pa., Elmira, N. Y.	Northern Rwy. Co. Central	78.86	11,256	31	<p>apt. 25 by 9.2, 13 t. a. w., 25.6 by 9.3, 18 out, 12 in, Williamsport and Lockhaven, 34.60 m.; 25 by 9.2, 13 t. a. w., 25.6 by 9.3, 6 t. a. w., thence to Kane, 128.50 m.; 25 by 9.2, 19 out, 13 in, thence to Warren, 28.90 m.; 25 by 9.2, 19 out, 13 in, 14 by 8.6, 12 t. a. w., thence to Irvine, 5.90 m.; 25 by 9.2, 19 out, 13 in, thence to Erie, 59.10 m.; c. p. 8 out, 7 in, Williamsport and Emporium, 99.47 m.; 1 out, 0 in, thence to Ridgeway, 31.10 m.; 13 out, 6 in, thence to Johnsonburg, 7.80 m.; 7 out, 0 in, thence to Kane, 15.59 m.; 1 out, 6 in, thence to Erie, 93.90 m.</p>	22.48	287.69	18,744.28	r. p. o. pay \$3,123.60 per annum, \$40 per mile for 78.09 miles, Williamsport and Elmira.
110022	Williamsport, Erie....	Pennsylvania R. R. Co.	247.77	6,468	27	<p>apt. 20 by 8.6, 6 t. a. w., Sunbury and Mount Carmel, 27.20 m.; c. p. 18 t. a. w., Sunbury and Shamokin, 19.09 m.; 12 t. a. w., thence to Mount Carmel, 8.70 m.</p>	23.90	186.39	46,181.85	
110023	Sunbury, Mt. Carmel.	Northern Rwy. Co. Central	27.86	907	21		22.10	81.28	2,264.69	

110024	Carrollton, N. Y., Tainor, Pa.	Erie R. R. Co.	22.16	624	23	c. p. 41 out, 33 in, Carrollton and Bradford, 11.26 m.; 6 t. a. w., thence to Tainor, 10.88 m. apt. 14 by 8.6, 12 t. a. w., Irvine and Oil City, 50.24 m.	21.82	69.26	1,584.80
110025	Irvine, Oil City.	Pennsylvania R. R. Co.	50.84	828	27	c. p. 6 t. a. w., Strasburg and Leaman Place, 4.96 m.	12	77.81	8,916.96
110026	Strasburg, Leaman Place.	Strasburg R. R. Co.	4.96	106	13	apt. 25.6 by 8.9, 6 t. a. w.; 9.6 by 6.6, 12 t. a. w., Lancaster and Columbia, 11.90 m.; 25.6 by 8.9, 6 t. a. w., thence to Middletown, 19.70 m.; c. p. 18 out, 19 in, Lancaster and Columbia, 12.02 m.; 6 out, 7 in, thence to Middletown, 20.28 m.	6	42.75	211.61
110027	Lancaster, Middle- town.	Pennsylvania R. R. Co.	32.21	1,352	27	apt. 10.6 by 6.6, 6 t. a. w., Harrisburg and Auburn, 56.80 m.; c. p. 6 t. a. w., Harrisburg and Auburn, 59.14 m. c. p. 12 t. a. w., Stewartstown and New Free- dom, 7.62 m.	21.44	100.04	3,282.79
110028	Harrisburg, Auburn.	Philadelphia and Reading Rwy. Co.	59.14	222	18	apt. 25 by 9, 18 t. a. w., Harrisburg and Cham- bersburg, 62 m.; 25 by 9, 18 t. a. w., 20 by 9, 12 t. a. w., thence to Hagerstown, 15.80 m.; 9, 18 t. a. w., thence to Hagerstown, 15.80 m.; 25 by 9, 12 t. a. w., thence to Winchester, 41.90 m.; c. p. 16 out, 44 in, Harrisburg and Lemoyne, 1.50 m.; 19 out, 38 in, thence to Mechanicsburg, 6.60 m.; 16 out, 25 in, thence to Gettysburg Junction, 9.40 m.; 15 out, 18 in, thence to Carlisle, 0.80 m.; 13 out, 12 in, thence to Mont Alto Junction, 30.20 m.; 31 out, 39 in, thence to Chambersburg, 3.50 m.; 19 out, 12 in, thence to Marion, 6.30 m.; 13 out, 12 in, thence to Hagerstown, 15.80 m.; 0 out, 6 in, thence to Winchester, 22.60 m.	12	43.61	2,579.09
110029	Stewartstown, New Freedom.	Stewartstown R. R. Co.	7.62	827	15	apt. 15 by 8.6, 9 t. a. w., Junction and Sinking Spring, 28 m.; c. p. 18 t. a. w., Columbia and Junction, 11.88 m.; 12 t. a. w., thence to Sinking Spring, 28.38 m.	12	51.30	890.90
110030	Harrisburg, Pa., Win- chester, Va.	Cumberland Valley R. R. Co.	116.40	3,965	26	apt. 3.6 by 6.6, 12 t. a. w., Columbia and Fred- erick, 38.80 m.; c. p. 18 t. a. w., Columbia and York, 13.41 m.; 18 out, 12 in, thence to Hanover, 18.50 m.; 12 out, 6 in, thence to Fred- erick, 30.48 m. c. p. 12 t. a. w., Berlin Junction and East Ber- lin, 7.66 m.	27.44	155.61	18,113.00
110031	Columbia, Sinking Spring.	Reading and Colum- bia R. R. Co.	40.26	591	25	apt. 21.6 by 9, 6 t. a. w., Huntingdon and Mount Dallas Station, 46 m.; c. p. 8 out, 7 in, Huntingdon and Mount Dallas Station, 45.20 m.	17.94	67.56	2,719.56
110032	Columbia, Pa., Fred- erick, Md.	Pennsylvania R. R. Co.	69.39	1,168	24		21.70	92.94	6,407.47
110033	Berlin Junction (n. o.), East Berlin.	Berlin Branch R. R. Co.	7.66	165	20		12	42.75	827.46
110034	Huntingdon, Mount Dallas Station (n. o.).	Huntingdon and Broadtop Mountain R. R. and Coal Co.	45.20	1,563	26		13.50	109.44	4,946.68

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	PENNSYLVANIA—continued.									
110085	Tyrone, Grampian ...	Pennsylvania R. R. Co.	Miles. 52.91	Pounds. 1,621	20	<i>Feet and inches.</i> apt. 20 by 9, 12 t. a. w. Tyrone and Osceola Junction, 19.20 m.; 20 by 9, 12 t. a. w. 15 by 9, 12 t. a. w. thence to Phillipsburg, 4.30 m.; 20 by 9, 12 t. a. w. thence to Curwinnville, 23.60 m.; 20 by 9, 6 t. a. w. thence to Grampian, 5.40 m.; c. p. 6 t. a. w. Tyrone and Osceola Junction, 19.40 m.; 12 out, 6 in. thence to Phillipsburg, 4.30 m.; 0 out, 6 in. thence to Curwinnville, 23.60 m.; 6 t. a. w. thence to Grampian, 5.61 m.	17.17	Dollars. 112.01	Dollars. 5,928.44	
110086	Altoona, Henrietta....	.....do.....	28.61	1,121	21	apt. 15 by 9, 12 t. a. w. Altoona and Henrietta, 28.50 m.; c. p. 18 out, 12 in. Altoona and Holidaysburg Junction, 6.70 m.; 12 t. a. w. thence to Holidaysburg, 1 m.; 6 t. a. w. thence to Roaring Spring, 9.70 m.; 0 t. a. w. thence to Henrietta, 11.21 m.	17.96	90.68	2,592.92	
110087	Cresson, Glen Campbell.	.....do.....	50.00	692	18	apt. 15.6 by 8.11, 6 t. a. w. Cresson and Glen Campbell, 40.88 m.; c. p. 18 out, 12 in. Cresson and Kaylor Junction, 6.44 m.; 6 t. a. w. thence to Patton, 12.11 m.; 12 t. a. w. thence to Garway Junction, 7.54 m.; 6 t. a. w. thence to Mahaffey, 13.24 m.; 0 t. a. w. thence to Glen Campbell, 10.67 m.	12.78	71.82	3,591.00	Route restated.
110088	Tyrone, Lockhaven....	.....do.....	55.09	921	24	apt. 21.8 by 6.1, 6 t. a. w. Tyrone and Lockhaven, 54.20 m.; c. p. 6 out, 12 in. Tyrone and Wingate, 29.60 m.; 18 out, 24 in. thence to Milesburg, 1.40 m.; 12 t. a. w. thence to Lockhaven, 24.09 m.	16.81	82.06	4,521.78	
110089	Blairville, Allegheny.	.....do.....	68.79	2,999	25	apt. 21.8 by 9.2, 12 t. a. w. Blairsville and Allegheny, 68.60 m.; c. p. 12 out, 14 in. Blairsville and Paulton, 26.49 m.; 12 out, 20 in.	39.41	141.93	9,768.96	

110040	Pittsburg, Pa., Wheeling, W. Va.	Baltimore and Ohio R. R. Co.	67.12	5,838 28				thence to Lucisco, 13 m.; 30 out, 26 in, thence to Butler Junction, 1.60 m.; 48 out, 37 in, thence to Tarentum, 8.40 m.; 54 out, 43 in, thence to Sharpsburg, 16.10 m.; 54 out, 49 in, thence to Bennett, 2.70 m.; 66 out, 49 in, thence to Allegheny, 2.70 m.; apt. 22 by 8.11, 6 t. a. w., 25.3 by 8.7, 7 t. a. w., Pittsburg and Wheeling, 67.13 m.; c. p. 14 out, 13 in, Pittsburg and West Alexander, 92.91 m.; 8 out, 13 in, thence to Wheeling, 14.22 m. apt. 30 by 9, 19 out, 13 in; 20 by 9, 12 t. a. w., Pittsburg and Kittanning, 44.69 m.; 30 by 9, 13 t. a. w., 20 by 9, 12 out, 6 in, thence to Oil City, 87.91 m.; c. p. 7 out, 30 in, Pittsburg and Verona, 10.40 m.; 1 out, 30 in, thence to New Kensington, 7.74 m.; 0 out, 36 in, thence to Lucisco, 10.66 m.; 0 out, 36 in, thence to Kittanning, 15.79 m.; 0 out, 36 in, thence to Foxburg, 40.89 m.; 6 out, 36 in, thence to Oil City, 47.13 m. apt. 21.8 by 9.2, 6 out, 12 in, 15.4 by 9.1, 6 t. a. w., 15.3 by 9.1, 18 t. a. w., Branch and Blairsville, 2.80 m.; 16.3 by 9.1, 18 t. a. w., thence to Indiana, 16 m.; c. p. 12 out, 0 in, Branch and Blairsville, 2.90 m.; 0 t. a. w., thence to Indiana, 16.18 m. apt. 18 by 9, 6 t. a. w., Meadville and Oil City, 36.10 m.; c. p. 18 out, 12 in, Meadville and Oil City, 36.70 m. apt. 25 by 9, 12 t. a. w., Erie and Homewood, 111.70 m.; c. p. 0 t. a. w., Erie and Jamestown, 55.70 m.; 6 t. a. w., thence to Transfer, 11.90 m.; 12 out, 6 in, thence to Sharpsville, 5.60 m.; 12 t. a. w., thence to Sharon, 3.20 m.; 12 out, 7 in, thence to Homewood, 35.70 m. apt. 17.4 by 9, 6 t. a. w., Oil City and Andover, 62.50 m.; 17.4 by 9, 6 t. a. w., 15.8 by 8.6, 6 t. a. w., thence to Ashtabula, 34.50 m.; c. p. 6 t. a. w., Oil City and Andover, 62.63 m.; 19 t. a. w., thence to Ashtabula, 25.66 m. c. p. 12 t. a. w., Bethlehem and Bangor, 30.73 m. apt. 12.2 by 6.4, 12 t. a. w., Downingtown and Conestoga Junction, 38.61 m.; c. p. 0 out, 6 in, Downingtown and Glenmore, 9.37 m.; 0 t. a. w., thence to New Holland, 18.77 m.; 0 out, 6 in, thence to Conestoga Junction, 11.52 m. c. p. 18 out, 36 in, Westchester and Greenhill, 3.07 m.; 24 out, 12 in, thence to Frazer, 4.10 m.; 24 out, 12 in, thence to Devault, 5.48 m.; 18 out, 12 in, thence to Phoenixville, 5.89 m.	25.86	174.42	11,708.81
110041	Pittsburg, Oil City....	Pennsylvania R. R. Co.	182.61	8,467 28				42.71	207.77	27,552.37	
110042	Branch, Indiana.....do	.....do	19.06	1,967 24				20.84	126.69	2,388.16
110043	Meadville, Oil City....	Erie R. R. Co.....	36.70	660 22				21	70.97	2,604.59	
110044	Erie, Homewood.....	Pennsylvania Co.....	112.10	2,092 27				16.45	129.11	14,478.28	
110046	Oil City, Pa., Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	88.29	1,619 32.77				17.35	111.15	9,813.48	
110046	Bethlehem, Bangor ..	Central R. R. Co. of New Jersey.	80.73	183 12				12	42.75	1,313.70	
110047	Downingtown, Conestoga Junction (n.o.)	Pennsylvania R. R. Co.	89.66	477 20				13.58	62.42	2,476.57	
110048	Westchester, Phoenixville.	.....do	18.64	267 24				21.85	47.03	871.98

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route.	Miles per hour.	Remarks.	Average week per	Pay per mile per portion.	Annual rates of pay for transportation.	Do.
			Miles.	Pounds.				Dollars.	Dollars.	
PENNSYLVANIA—continued.										
110049	Lewistown Junction (n. o.), Milroy.	Pennsylvania R. R. Co.	12.91	315	17	Feed and inches. c. p. 18 out, 24 in, Lewistown Junction and Milroy, 12.91 m.	21	50.45	651.30	
110050	Pottsville, Frackville.	Philadelphia and Reading Rwy. Co.	10.38	244	16	c. p. 24 out, 30 in, Pottsville and St. Clair, 4.89 m.; 24 t. a. w. thence to Frackville, 5.49 m.	25.41	46.32	470.42	
110051	Danielsville, Slatington.	Lehigh and New England R. R. Co.	8.03	118	20	c. p. 12 t. a. w., Danielsville and Slatington, 8.03 m.	12	42.75	343.28	
110052	Carlisle, Hunters Run.	Gettysburg and Harrisburg Rwy. Co.	10.03	700	22	apt. 14.6 by 6.5, 12 t. a. w., Carlisle and Hunters Run, 9.40 m.; c. p. 6 t. a. w., Carlisle and Carlisle Junction, 6.63 m.; 0 out, 6 in, thence to Hunters Run, 3.40 m.	16.98	72.68	728.98	Route restated.
110053	Freeport, Butler.....	Pennsylvania R. R. Co.	22.09	963	23	apt. 12.4 by 6.10, 12 t. a. w., Freeport and Butler, 21.40 m.; c. p. 18 out, 12 in, Freeport and Butler, 22.09 m.	27	83.79	1,850.92	
110054	Wilmington, Del., Reading, Pa.	Philadelphia and Reading Rwy. Co.	73.70	363	24	apt. 10.2 by 6.10, 6 t. a. w., Wilmington and Reading, 73.70 m.; c. p. 12 t. a. w., Wilmington and Granogue, 11.40 m.; 6 t. a. w., thence to Springfield Junction, 41.80 m.; 12 out, 6 in, thence to Reading, 20.80 m.	13.77	88.87	3,970.21	
110055	Carnegie, Washington.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	23.70	3,362	24	apt. 25 by 9.1, 24 t. a. w., Carnegie and Washington, 23.81 m.; c. p. 6 out, 18 in, Carnegie and Woodville, 2 m.; 6 out, 12 in, thence to Bridgeville, 2.12 m.; 0 out, 6 in, thence to Washington, 19.03 m.	28.29	147.06	3,485.82	
110056	Pawling, Emaus Junction (n. o.)	Perkiomen R. R. Co.	38.64	615	24	apt. 16 by 6.6 t. a. w., 8.3 by 7.6 t. a. w., Pawling and Emaus Junction, 38.38 m.; c. p. 6 out, 0 in, Pawling and Schwenckville, 11.11 m.; 0 t. a. w., thence to Emaus Junction, 27.83 m.	12.86	68.40	2,642.97	Do.
110057	Pottstown, Bartos....	Philadelphia and Reading Rwy. Co.	13.14	407	15	c. p. 24 out, 30 in, Pottstown and Bartos, 13.14 m.	27	57.29	752.79	
110058	Jeddo, Sandy Run Junction (n. o.)	Lehigh Valley R. R. Co.	5.55	265	19	c. p. 30 out, 36 in, Jeddo and Freeland, 2.08 m.; 12 out and 18 in, thence to Sandyrum Junction, 3.49 m.	21.68	47.08	261.01	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	PENNSYLVANIA—continued.		Miles.	Pounds.				Dollars.	Dollars.	
110070	Rockwood, Johnstown.	Baltimore and Ohio R. R. Co.	44.88	1,066	23	apt. 21 by 8.10, 12 t. a. w., Rockwood and Johnstown, 4.38 t.	12	85.92	85.92	
110071	Marion, Richmond Furnace.	Cumberland Valley R. R. Co.	20.22	2,646	19	apt. 20 by 9.12 t. a. w., Marion and Richmond Furnace, 19.80 in.; c. p. 6 out, Marion and Richmond Furnace, 3.32 m.	15	185.95	2,748.90	
110072	Mount Dallas Station (n. o.), P. R. Cumberland, Md.	Pennsylvania R. R. Co.	45.18	722	26	apt. 21.6 by 9 t. a. w., Mount Dallas Station (n. o.) and Cumberland, 4 km.; c. p. 8 out, 7 in., Mount Dallas Station (n. o.) and Bedford, 7.90 m.; and 7 out, 6 in., thence to Cumberland, 37.23 t. a. w., thence to Harrisburg, 25.74 m.; and 8.3 by 7.6 t. a. w., 16 by 6.4 t. a. w., and 20 by 8.6, 12 t. a. w., Allentown and Emmaus Junction (n. o.), 5 m.; 20 by 8.6, 12 t. a. w., thence to Reading, 30.80 m.; 15 by 8.6, 5 t. a. w., and 20 by 8.6, 12 t. a. w., thence to Sluiking Spring, 5.70 m.; and 20 by 8.6, 12 t. a. w., thence to Harrisburg, 47.79 m.; c. p. 23 out, 19 in., Allentown and Reading, 36.69 m.; 38 out, 20 in., thence to Lebanon, 27.75 m.; and 39 out, 14 in., thence to Harrisburg, 25.74 m.	12.67	78.58	3,318.40	
110073	Allentown, Harrisburg.	Philadelphia and Reading Rwy. Co.	89.58	.....	27	no apt. c. p. 12 t. a. w., Lovett and Windber, 10.94 m.	82.80	.....	.....
110074	Lovett, Windber.....	Pennsylvania R. R. Co.	10.94	409	22	no apt. c. p. 50 out, 55 in., Lansdale and Colmar, 2.64 m.; and 49 out, 48 in., thence to Doylestown, 7.83 m.	12	57.29	628.75	
110075	Lansdale, Doylestown.	Philadelphia and Reading Rwy. Co.	10.47	1,000	24	apt. 20 by 9.12 t. a. w., Red Bank Furnace and Driftwood, 109.70 m.; c. p. 12 t. a. w., Red Bank Furnace and Brookville, 41.43 m.; 18 out, 12 in., thence to Reynoldsville, 14.57 m.; 12 out, 6 in., thence to Dubois, 9.08 m.; and 6 t. a. w., thence to Driftwood, 44.83 m.	49.50	85.50	885.18	
110076	Red Bank Furnace, Driftwood.	Pennsylvania R. R. Co.	109.91	1,914	24	no apt. c. p. 18 t. a. w., Mont Alto Junction and Waynesboro, 16.12 m.	21.70	123.96	13,626.64	
110077	Mont Alto Junction (n. o.), Waynesboro.	Cumberland Valley R. R. Co.	16.12	621	24		18	69.25	1,116.47	

110078	Tunkhannock, Mont- rose.	Lehigh Valley R. R. Co.	28.18	381	20	apt. 6.2 by 6.10, 6 t. a. w., Tunkhannock and Montrose, 25.98 m.; c. p. 6 t. a. w., Tunkhan- nock and Montrose, 28.18 m.	12	55.58	1,568.46
110079	Reedsville, Belleville.	Kishacoquillas Val- ley R. R. Co.	9.84	207	16	no apt., c. p., 18 out, 12 in, Reedsville and Belleville, 9.84 m.	15	42.75	420.66
110080	Mechanicsburg, Dille- burg.	Cumberland Valley R. R. Co.	8.84	341	20	no apt., c. p., 18 out, 12 in, Mechanicsburg and Dillsburg, 8.84 m.	15	52.16	461.09
110081	Pittsburg, West Brownsville.	Pennsylvania R. R. Co.	54.12	2,886	25	apt. 20 by 9, 18 t. a. w., Pittsburg and West Brownsville, 54.10 m.; c. p., 15 out, 12 in, Pitts- burg and California, 50.10 m.; 15 out, 6 in, thence to West Brownsville, 4.02 m.	31.27	140.22	7,588.70
110082	Woodville, Hickman.	Pittsburg, Chartiers and Younglopheny Rwy. Co.	3.80	88	16	no apt., c. p., 18 t. a. w., Woodville and Hick- man, 3.80 m.	18	42.75	162.45
110083	Snowshoe, Wingate...	Pennsylvania R. R. Co.	17.49	77	12	no apt., c. p., 12 t. a. w., Snowshoe and Win- gate, 17.49 m.	12	42.75	747.69
110084	Holidaysburg, Iett..	.....do.....	20.16	212	18	no apt., c. p., 18 out, 12 in, Holidaysburg and Williamsburg, 18.30 m., and 6 t. a. w., thence to Iett, 6.26 m.; 2 t. a. w., Mount Union and Reedsville, 18.30 m.	12.20	48.61	879.17
110085	Mount Union, Rob- ertsdale.	East Broadtop Rail- road and Cal. Co.	30.10	226	16	apt. 18.5 by 7.9, 6 t. a. w., Kane and Butler, 113.70 m.; 20 by 9, 2 t. a. w., and 80 by 9, 6 t. a. w., thence to Roberts, 15.90 m.; no apt., Mount Jewett and Kane, 12.17 m.; c. p., 12 t. a. w., Mount Jewett and Kane, 12.17 m.; thence to Chartiers Junction, 58.50 m.; t. a. w., thence to Butler, 55.20 m., and 32 t. a. w., thence to Chartiers, 1.08 m.	12.68	44.46	1,388.24
110086	Mount Jewett, Gallery	Pittsburg and West- ern Rwy. Co.	139.90	983	24	apt. 14 by 8.3, 6 t. a. w., Bellwood and Punksau- ton, 48 m.; no apt., thence to Valley, 7.93 m.; c. p., 6 t. a. w., Bellwood and Punksau- ton, 58.65 m., and 18 t. a. w., thence to Valley, 7.93 m.	12.71	84.65	5,488.62
110087	Bellwood, Valter	Pennsylvania and Northwestern R. R. Co.	64.78	998	24	apt. 12.9 by 6.5, 6 t. a. w., Reading and Slat- ington, 48 m.	6	43.61	1,902.26
110088	Vacant.	Philadelphia and Reading Rwy. Co.	43.62	228	24	no apt., c. p., 12 t. a. w., Berlin and Garrett, 8.48 m.	12	46.17	391.62
110089	Reading, Slatington..	Baltimore and Ohio R. R. Co.	8.48	250	25	apt. 8.10 by 6.10, 6 t. a. w., Larabee and Cler- mont, 21.98 m.; c. p., 6 out, 12 in, Larabee and Smithport, 8.97 m., and 6 t. a. w., thence to Clermont, 13.20 m.	13.21	46.17	1,028.58
110090	Berlin, Garrett.....	Pennsylvania R. R. Co.	22.17	250	22				
110091	Larabee, Clermont....								
110092	Vacant.								
110093	Vacant.								
110094	Oxford, Susquehanna (n. o.).	Lancaster, Oxford and Southern R. R. Co.	20.15	121	20	no apt., c. p., 12 t. a. w., Oxford and Fulton, House, 13.45 m., and 6 t. a. w., thence to Wakefield, 3.20 m.	8.96	42.75	861.41
110095	Pittsburg, Castle Shannon.								

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>	Route restated.
110096	PENNSYLVANIA—continued Mahoningtown and Stoneboro.	Pennsylvania Company.	87.93	901	22	Feet and inches. apt. 24 by 8, 6 t. a. w., and 17 by 9, 6 t. a. w., Mahoningtown and Stoneboro, 37.52 m.; c. p., 6 in, Mahoningtown and Newcastle, 2.66 m., and 6 t. a. w., thence to Stoneboro, 35.27 m. no apt., c. p., 35 out, 24 in, Whitehaven and Sandyrum Junction (n. o.), 5.69 m., and 18 out, 12 in, thence to Upper Lehigh, 4.11 m. no apt., c. p., 43 out, 49 in, Swedesford Junction (n. o.), and Norristown, 0.63 m., and 12 out, 6 in, thence to Lansdale, 11.08 m. apt. 15 by 9, 12 t. a. w., Osceola Junction (n. o.) and Belsena Mills, 16.40 m., and 6 t. a. w., thence to McCartney, 4.69 m.; c. p., 6 in, Osceola Junction (n. o.) and Madera, 14.10 m. no apt., c. p., 30 t. a. w., Tamaqua and Mauch Chunk, 15.70 m.	17.78	81.23	3,081.06	
110097	Whitehaven, Upper Lehigh.	Central R. R. Co. of New Jersey.	9.80	177	22		23.70	42.75	418.96	
110098	Swedesford Junction (n. o.) (Norristown), Lansdale.	Stony Creek R. R. Co.	11.71	194	25		10.99	42.75	500.60	
110099	Osceola Junction (n. o.), McCartney.	Pennsylvania R. R. Co.	21.08	355	20		21.08	53.01	1,114.80	
110100	Tamaqua, Mauch Chunk.	Central R. R. Co. of New Jersey.	15.70	388	23		30	55.56	872.60	
110101	Wilkesbarre, Rhonoe.	.....do.....	9.87	49	15		21	42.75	400.56	
110102	Woodville, Beadling.	Pittsburg, Chartiers and Youghlougheny Rwy. Co.	3.10	90	25		15	42.75	182.52	
110103	Jenkintown, P. a., Boundbrook, N. J.	Philadelphia and Reading Rwy. Co.	49.20	24,758	33	r. p. o. authorized 1, 60 ft. and 1, 40 ft., Jenkintown and Boundbrook, 49.15 m. Cars run: 69 by 9, 7 t. a. w., and 52 by 9, 7 t. a. w., Jenkintown and Boundbrook; apt. 20.4 by 8.4, 6 t. a. w., and 22.8 by 8.4, 6 t. a. w., Jenkintown and Boundbrook, 49.15 m.; c. p., 39 out, 81 in, Jenkintown and Rydal, 1.97 m.; 39 out, 75 in, thence to Somerton, 5.44 m.; 39 out, 69 in, thence to Yardley, 12.53 m.; 39 out, 63 in, thence to Trenton Junction, 2.06 m.; 51 out, 56 in, thence to Hopewell, 9.50 m.	75.92	381.33	13,761.43	r. p. o. car pay, \$1,686.25 per annum, \$75 per mile for 49.15 miles.

110104	Greensburg, Fair- chance.	Pennsylvania R. R. Co.	44.96	1,591	23	m., and 38 out, 44 in, thence to Boundbrook, 17.40 m. apt. 20 by 9, 6 t. a. w., and 21.6 by 9, 6 t. a. w., Greensburg and Fairchance, 44.60 m.; c. p. 6 out, 12 in, Greensburg and New Haven, 25.62 m., and 12 t. a. w., thence to Uniontown, 12.70 m. no apt.; c. p. 12 t. a. w., Sheffield and Duhring, 20.20 m. apt. 12 by 6.4, 12 t. a. w., Millersburg and Ly- kens, 14.60 m.; c. p. 6 t. a. w., Millersburg and Lykens, 14.75 m. no apt.; c. p. 24 t. a. w., Meadville and Gebr- ton Junction, 16.48 m., and 12 out, 6 in, thence to Linesville, 4.57 m. apt. 20 by 9, 6 t. a. w., Lewistown Junction (n. o.) and Sellingsgrove Junction (n. o.) 44.60 m.; c. p. 6 t. a. w., Lewistown Junction (n. o.) and Sellingsgrove Junction (n. o.) 44.60 m.	20.51	110.80	4,969.08
110105	Sheffield, Duhring....	Tionesta Valley Rwy. Co.	20.20	61	17		12	42.75	868.55
110106	Millersburg, Lykens..	Northern Central Rwy. Co.	14.75	501	18		18	64.13	945.91
110107	Meadville, Linesville.	Bessemer and Lake Erie R. R. Co.	21.15	281	21		20.68	47.88	1,012.66
110108	Lewistown Junction (n. o.), Sellingsgrove Junction (n. o.).	Pennsylvania R. R. Co.	44.60	354	24		12	53.01	2,854.24
110109	Glenade, Newhope....	Northeast Pennsylv- ania R. R. Co.	25.94	504	22		24.49	64.13	1,660.96
110110	Hartley Hall, Satter- field.	Williamsport and North Branch R. R. Co.	44.41	316	26		15.48	50.45	2,241.49
110111	Manor Station, Clar- idge.	Pennsylvania R. R. Co.	4.04	91	13		12	42.75	172.71
110112	Kermoo Junction, (n. o.), Gazzam.	New York Central and Hudson River R. R. Co.	3	43	20		12	42.75	128.25
110113	Tyrone, Benore.....	Pennsylvania R. R. Co.	25.42	106	18		12	42.75	1,087.13
110114	Washington, Waynes- burg.	Waynesburg and Washington R. R. Co.	29.38	1,618	18		12	111.15	3,255.58
110115	Nazareth Junction (n. o.), P. & B., Brain- ard, N. J.	Delaware, Lacka- wanna and Western R. R. Co.	4.58	117	22		16.88	42.75	195.79
110116	Honesdale, Carbon- dale.	Delaware and Hud- son R. R. Co.	27.75	399	18		21	56.43	1,568.18
110117	Newtown Junction (n. o.), Newtown.	Philadelphia New- town and New York R. R. Co.	20.47	328	20		22.10	51.30	1,050.11

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mall car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	PENNSYLVANIA—Continued.									
110118	Latrobe, Ligonier	Ligonier Valley R. R. Co.	10.80	304	18	no apt.; c. p. 18 t. a. w., Latrobe and Ligonier, 10.80 m.	18	\$4.59	\$35.57	
110119	Shenandoah, Mahanoy Plane.	Philadelphia and Reading Rwy. Co.	6.97	425	20	no apt.; c. p. 38 out, 30 in, Shenandoah and Lostcreek, 3.32 m., and 42 out, 30 in, thence to Mahanoy Plane, 3.65 m.	34.57	\$3.14	\$405.23	
110120	Brislin, Goss Run Junction (n. o.).	Pennsylvania R. R. Co.	1.08	112	17	apt. 15 by 9, 18 t. a. w., Brislin and Goss Run Junction (n. o.), 1 m.; c. p. 6 out, Brislin and Goss Run Junction (n. o.), 1.03 m.	21	\$2.75	\$44.03	
110121	Mount Jewett, Grancere.	South Branch R. R. Co.	4.17	66	10	no apt.; c. p. 12 t. a. w., Mount Jewett and Grancere, 4.17 m.	12	\$2.75	\$178.26	
110122	Lancaster, Quarryville.	Pennsylvania R. R. Co.	15.01	242	18	no apt.; c. p. 18 t. a. w., Lancaster and Quarryville, 15.01 m.	18	\$5.82	\$89.25	
110123	Pittsburg, Pa., Youngstown, Ohio.	Pittsburg and Lake Erie R. R. Co.	68	13,365	34.23	r. p. o. authorized, 1.1, 40 ft., Pittsburg, Pa., and Youngstown, Ohio, 68 m.; cars run, 52.6 by 9.4, 7 t. a. w. out, and 41.3 by 9, 7 t. a. w. in, Pittsburg and Youngstown; apt. 25 by 8.11, 7 t. a. w., Pittsburg, Pa., and Youngstown, Ohio, 68 m.; c. p. 50 out, 58 in, Pittsburg and Montour Junction, 12.90 m.; 38 out, 40 in, thence to Coraopolis, 0.60 m.; 26 out, 40 in, thence to Newcastle Junction, 36.10 m., and 26 out, 28 in, thence to Youngstown, 18.40 m.	49.41	\$29.92	\$17,874.56	r. p. o. car pay, \$1,700 per annum; \$25 per mile for 68 miles.
110124	Columbia, Pa., Perryville, Md.	Pennsylvania R. R. Co.	43.96	245	25	apt. 9.6 by 6.6, 6 t. a. w., Columbia, Pa., and Perryville, Md., 43.96 m.; c. p. 6 t. a. w., Columbia and Washingtonboro, 3.21 m.; 6 in, thence to Port Deposit, 36.30 m., and 18 t. a. w., thence to Perryville, 4.45 m.	10.73	\$5.82	\$1,992.26	
110125	Allegheny, Newcastle	Pittsburg and Western Rwy. Co.	58.15	8,320	22.40	apt. 18.8 by 8.6, 6 t. a. w., 20 by 9.2, 6 t. a. w., and 30 by 9, 6 t. a. w., Allegheny and Willow Grove Junction (n. o.), 2.30 m.; 18.8 by 8.6, 6 t. a. w., 20 by 9.2, 6 t. a. w., 30 by 9, 6 t. a. w.,	38.69	\$26.06	\$11,962.83	

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110154	Cornwall, Conewago..	Cornwall and Lebanon R. Co.	16.89	82	28	no apt.; c. p. 12 t. a. w., Cornwall and Colebrook, 6.22 m.; 18 out, 12 in, thence to Belaire, 4.80 m.; and 12 t. a. w. thence to Conewago, 5.87 m.	12.86	42.76	722.04
110155	Hunters Run, Gettysburg.	Gettysburg and Harrisburg Rwy. Co.	22.48	600	26	apt. 14.6 by 8.8, 12 t. a. w., Hunters Run and Gettysburg, 22.20 m.; c. p. 6 t. a. w., Hunters Run and Gettysburg, 22.43 m.	18	68.40	1,584.21
110156	Newcastle Junction (n. o.), Newcastle.	Pittsburg and Lake Erie R. Co.	3.24	1,181	20	no apt.; c. p. 49 out, 62 in, Newcastle Junction and Newcastle, 3.24 m.	55.50	90.68	288.64
110157	Ganister, Royer	Pennsylvania R. R. Co.	4.94	115	16	no apt.; c. p. 6 t. a. w., Ganister and Royer, 4.94 m.	6	42.76	211.18
110158	Easton (Lehigh Valley R. R. Sta.), Bel- fast Station (n. o.).	Dela ware, Isack- wanna and Western R. R. Co.	11.10	561	21	apt. 12.6 by 6, 12 out, 6 in, Easton and Bel- fast Station (n. o.), 11.10 m.	12	66.69	740.26
110159	Pittsburg, Newhaven.	Pittsburg and Lake Erie R. Co.	59.15	675	22	apt. 20 by 9, 18 t. a. w., Pittsburg and McKees- port, 15.43 m., and 6 t. a. w. thence to New- haven, 43.33 m.; c. p. 1 out, Pittsburg and McKeesport, 15.45 m.	9.22	70.97	4,197.87
110160	Philadelphia, Station H.	Pennsylvania R. R. Co.	11.99	618	24	no apt.; c. p. 74 t. a. w., Philadelphia and Ger- mantown "G", 8.13 m.; 74 out, 68 in, thence to Crestheim Junction (n. o.), 2.36 m., and 50 t. a. w. thence to Station H, 1.31 m.	70.88	68.40	820.11
110161	Holmesburg Junction (n. o.), Substation No. 23 (Bustleton).	.....do	4.11	167	25	no apt.; c. p. 25 t. a. w., Holmesburg Junction (n. o.) and Holmesburg, Station M, 0.46 m., and 19 t. a. w. thence to Substation No. 23 (Bustleton), 3.66 m.	19.65	42.75	175.70
110162	Elverson, St. Peters...	Philadelphia and Reading Rwy. Co.	6.88	101	16	no apt.; c. p. 12 t. a. w., Elverson and St. Peters, 6.88 m.	12	42.75	294.12
110163	Banian Junction (n. o.), Ventland.	Pennsylvania R. R. Co.	2.62	44	20	apt. 15 by 9, 18 t. a. w., Banian Junction (n. o.) and Ventland, 2.60 m.; c. p. 6 in, Banian Junction (n. o.) and Ventland, 2.62 m.	21	42.75	112.00
110164	Warren, Pa., Sala- manca, N. Y.	.....do	48.48	533	24	apt. 14 by 9, 6, 12 t. a. w., Warren and Sala- manca, 9.24 m.	12	64.98	2,895.83
110165	Punxsutawney, But- ler.	Buffalo, Rochester and Pittsburg Rwy. Co.	61.89	1,506	30	apt. 9, 9, 6, 12 m., Punxsutawney and But- ler, 61.27 m.; c. p. 7 t. a. w., Punxsutawney and Butler, 61.89 m.	13	108.88	6,614.80
110166	Watson town, Orange- ville.	Central Pennsylvania and Western R. R. Co.	31.87	807	18	apt. 12 by 6, 8, 12 t. a. w., Watson town and Or- angeville, 31.40 m.	12	49.59	1,580.43
110167	Vacant	Pennsylvania R. R. Co.	27.61	134	18	apt. 12 by 6, 6 t. a. w., Irvona and Cresson, 27.31 m.; c. p. 6 t. a. w., Frugality and Cresson, 17.42 m.	9.78	42.75	1,180.82
110168	Irvona, Cresson .....	.....do	18.12	952	22	apt. 15 by 9, 6 t. a. w., and 20 by 9, 12 out, 6 in, Hazleton and Audenried, 3.70 m.; 15 by 9, 6 t. a. w., and 20 by 9, 6 t. a. w. thence to Del- ano, 10.53 m., and 15 by 9, 6 t. a. w. thence to New Boston Junction (n. o.), 3.79 m.; c. p. 31 out, 37 in, Hazleton and Audenried, 3.80 m.; 31 t. a. w. thence to Delano, 10.53 m., and 18 out, 25 in, thence to New Boston Junction (n. o.), 3.79 m.	40.98	82.94	1,502.87
110169	Hazleton, New Bos- ton Junction (n. o.).	Lehigh Valley R. R. Co.	18.12	952	22				

1101080	Rockhill Furnace, Shadepap.	7.06	87 15	no apt; c. p. 6 t. a. w., Rockhill Furnace and Shadepap, 7.06 m.	6	42.75	801.88
1101081	Bearecreek, Bearecreek Junction (n. o.).	5.86	21 15	no apt; c. p. 6 t. a. w., Bearecreek and Bearecreek Junction (n. o.), 5.86 m.	6	42.75	229.14
1101082	Garway (n. o.) Hastings.	4.91	127 20	no apt; c. p. 18 t. a. w., Garway (n. o.) and Hastings, 4.91 m.	18	42.75	209.90
1101083	Duncannon, Landisburg.	21.89	231 15	no apt; c. p. 12 t. a. w., Duncannon and Landisburg, 21.81 m.	12	44.46	950.99
1101084	Mount Pleasant, Scottsdales Junction (n. o.).	5.63	457 16	no apt; c. p. 18 t. a. w., Mount Pleasant and Scottsdales Junction (n. o.), 5.63 m.	18	60.71	841.79
1101085	Pond Creek Junction (n. o.).	2.58	70 17	no apt; c. p. 24 t. a. w., Pond Creek Junction (n. o.), 2.58 m.	21	42.75	110.29
1101086	McKeesport, Fayette City.	30.42	1,007 22	no apt; c. p. 18 t. a. w., McKeesport and Fayette City, 30.24 m.	18.5	85.50	2,600.91
1101087	Marshallburg, Kinross.	16.65	49 12	no apt; c. p. 6 t. a. w., Marshallburg and Morristown, 11.63 m., and 6 out, 12 in, thence to Kinross, 5.12 m.	6.92	42.75	711.78
1101088	Hawley, Scranton, Wayne Junction (n. o.).	5.70	24,826 85	r. p. o. authorized; 1 l. 60 ft. and 1 l. 40 ft., Wayne Junction (n. o.) and Park Junction (n. o.), 5.70 m.; cars run 60 by 9 t. a. w., and 62 by 9 t. a. w., Wayne Junction (n. o.) and Park Junction (n. o.); c. p. 82 out, 34 in, Wayne Junction (n. o.) and Park Junction (n. o.), 5.70 m.	47	382.19	2,178.48
1101089	Confluence, Pa., Krug, Md.	20.15	248 16	no apt; c. p. 12 t. a. w., Confluence and Krug, 20.15 m.	12	44.17	980.82
1101090	Instantan, Johnsonburg.	12.32	112 24	no apt; c. p. 6 t. a. w., Instantan and Johnsonburg, 12.32 m.	6	42.75	526.68
1101091	Quinsonia (n. o.), Pa., Hagerstown, Md.	15.37	35 28.80	no apt; c. p. 6 t. a. w., Quinsonia (n. o.) and Hagerstown, 15.37 m.	6	42.75	657.06
1101092	Lizard Creek Junction (n. o.), Pottsville.	84.84	117 26	no apt; c. p. 12 t. a. w., Lizard Creek Junction and Stittler, 28.87 m., and 12 out, 6 in, thence to Pottsville, 76.47 m.	9.68	42.75	1,468.08
1101093	Ormsby, Mount Jewett.	10.06	194 20	no apt; c. p. 12 t. a. w., Ormsby and Mount Jewett, 10.06 m.	12	42.75	480.06
1101094	Smethport, Mount Jewett.	16.50	72 15	no apt; c. p. 12 t. a. w., Smethport and Mount Jewett, 16.50 m.	12	42.75	706.87
1101095	Otis, Sharpville.....	17.14	128 16	no apt; c. p. 18 out, 12 in, Otis and New Wilmington, 2.70 m., and 12 t. a. w., thence to Sharpville, 14.44 m.	12.47	42.75	782.78
1101096	Harrisburg, Shippenburg.	41.78	382 23	apt. 15 by 8.7, 6 t. a. w., Harrisburg and Shippenburg, 41.80 m.; c. p. 12 t. a. w., Harrisburg and Bolling Springs, 18 m., and 12 out, 6 in, thence to Carlisle Junction (n. o.), 4 m.	12.08	55.58	2,822.18
1101097	Alford, Montrose.....	11.26	491 18	no apt; c. p. 24 out, 18 in, Alford and Montrose, 11.26 m.	21	63.27	712.42

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termin.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mall car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			Miles.	Pounds.				Dollars.	Dollars.	Route restated.
PENNSYLVANIA—Continued.										
110200	Latrobe, Baggalety....	Pennsylvania R. R. Co.	6.01	158	13	no apt.; c. p. 12 t. a. w., Latrobe and Baggalety, 6.01 m.	12	42.75	256.92	Route restated.
110201	Vacant.									
110202	Smethport, Kushequa	Mount Jewett, Kin- zua and Ritterville R. R. Co.	14.95	73	15	no apt.; c. p. 18 t. a. w., Smethport and New- ton Station (n. o.), 8.78 m., and 12 t. a. w., thence to Kushequa, 6.22 m.	15.50	42.75	639.11	
110203	Erie, Butler.....	Bessemer and Lake Erie R. R. Co.	121.50	1,428	25	apt. 20 by 9.2, 12 t. a. w., Erie and Greenville, 63.19 m.; 18 t. a. w., thence to Grove City, 28.95 m., and 12 t. a. w., thence to Butler, 28.95 m.; c. p. 6 in, Springboro and Mead- ville Junction (n. o.), 12.38 m.	13.69	103.46	12,570.39	
110204	Brookport, Brock- wayville.	Pittsburg, Shawmut and Northern R. R. Co.	6.12	91	16	no apt.; c. p. 6 t. a. w., Brookport and Brock- wayville, 5.12 m.	6	42.75	218.88	
110205	Millhall, Bellefonte ..	Central Railroad Co. of Pennsylvania.	27.78	188	24	apt. 15 by 9, 6 t. a. w., Millhall and Bellefonte, 27.31 m.; c. p. 12 out, 6 in, Millhall and Belle- fonte, 27.78 m.	15	42.75	1,187.59	
110206	Junction (n. o.), Whitney.	Pennsylvania R. R. R. R. Co.	1.20	66	10	no apt.; c. p. 12 t. a. w., Junction (n. o.) and Whitney, 1.20 m.	12	42.75	51.30	
110207	Clearfield Bridge, Faunce.	Clearfield Southern R. R. Co.	7.11	82	14	no apt.; c. p. 12 t. a. w., Clearfield Bridge and Faunce, 7.11 m.	12	42.75	303.95	
110208	Vacant.									
110209	Lovett, Lloydell.....	Pennsylvania R. R. Co.	4.14	68	18	no apt.; c. p. 12 t. a. w., Lovett and Lloydell, 4.14 m.	12	42.75	176.96	
110210	Groveton, Moonrun ..	Pittsburg and Moon Run R. R. Co.	4.92	51	16	no apt.; c. p. 6 t. a. w., Groveton and Moon- run, 4.92 m.	6	42.75	210.83	
110211	West Winfield, But- ler Junction (n. o.).	Winfield R. R. Co.	{ 8.53 } { 3.90 }	71	19	{ no apt.; c. p. 12 t. a. w., West Winfield and Butler Junction (n. o.), 12.43 m.	{ 12 }	{ 42.75 } { 2.57 }	{ 874.67 }	{ Winfield Junction (n. o.) to Butler Junction (n. o.), 3.90 miles, lap over route 110068.

110212	Bellefonte, State College.	Bellefonte Central R. Co.	19.38	379	20	no apt.; c. p. 18 t. a. w., Bellefonte and State College, 19.38 m.	18	54.72	1,080.47	
110213	Newport, New Germantown.	Newport and Sher- man's Valley R. R. Co.	28.78	292	18	no apt.; c. p. 12 t. a. w., Newport and New Germantown, 28.78 m.	12	48.74	1,400.30	
110214	Exposition, Lynces Junction (n. o.).	Bessemer and Lake Erie R. R. Co.	1.27				6		54.29	Agreement.
110215	Echo, Yatesboro	Rural Valley R. R. Co.	4.51				6		192.80	Do.
110216	New Salem, Ache Junction (n. o.).	Pennsylvania R. R. Co.	3.82				6		163.30	Do.
110217	Coal Lick Run Branch Junction (n. o.), Adah.	do	14.99				6		640.82	Do.
110218	Southfork, Dunlo	do	7.61	496	15	no apt.; c. p. 12 t. a. w., Southfork and Dunlo, 7.61 m.	12	61.56	408.47	
110219	Monongahela, Ellis- worth.	do	11.68				6		499.32	Do.
110220	Brookside (n. o.), Lykens.	Williams Valley R. R. Co.	12.06	296	20	no apt.; c. p. 12 t. a. w., Brookside (n. o.) and Tower City, 3.80 m.; 30 out, 24 in, thence to Williamstown, 4.39 m., and 24 t. a. w. thence to Lykens, 4.66 m.	21.76	48.74	587.80	
110221	Carman, Hallton	Clarion River Rwy. Co.	10.91	114	16	no apt.; c. p. 18 t. a. w., Carman and Portland Mills, 1.26 m., and 12 t. a. w. thence to Hallton, 9.65 m.	12.69	42.75	468.40	
110222	Elwood City, West Elwood Junction (n. o.).	Pittsburg and Lake Erie R. R. Co.	3.29	156	15	no apt.; c. p. 30 out, 42 in, Elwood City and Parkgate, 2.19 m., and 30 t. a. w. thence to West Elwood Junction, 1.10 m.	33.99	42.75	140.64	
110223	Bradley Junction, Grant.	Pennsylvania R. R. Co.	17.94	333	18	no apt.; c. p. 12 t. a. w., Bradley Junction and Grant, 17.94 m.	12	52.16	985.75	
110224	Hunters Run, Pine- grove Furnace.	Hunters Run and State Belt R. R. Co.	9.17							
110225	Petersburg, Leit	Pennsylvania R. R. Co.	12.67							
110226	Port Royal, Blairs Mills.	Tuscarora Valley R. R. Co.	27.21	301	18	no apt.; c. p. 12 t. a. w., Port Royal and Blairs Mills, 27.21 m.	6		541.64	Agreement.
110227	Vacant.									
110228	Jersey Shore, Mahaf- ley.	New York Central and Hudson River R. R. Co.	123.77	575	23	apt. 20 by 93, 6 t. a. w., Jersey Shore and Mahafley, 128.66 m.; c. p. 6 out, Jersey Shore and Winburne, 66.39 m.	7.58	66.69	8,254.22	
110229	Bridgeville, Bishop	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.40	162	18	no apt.; c. p. 18 out, 12 in, Bridgeville and Bishop, 6.40 m.	15	42.75	278.60	
110230	Vacant.									
110231	Manheim Junction. (n. o.), Mount Hope Junction (n. o.).	Reading and Colum- bia R. R. Co.	5.46	152	25	no apt.; c. p. 12 out, 18 in, Manheim Junction and Mount Hope Junction, 5.46 m.	15	42.75	238.41	
110232	Vacant.									
110233	Milton Branch Junc- tion (n. o.), Milton.	Philadelphia and Reading Rwy. Co.	1.08	225	21	no apt.; c. p. 30 out, 24 in, Milton Branch Junction (n. o.) and Milton, 1.08 m.	27	44.46	48.01	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of time.	Average weight of mail carried per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>	
	PENNSYLVANIA—continued.									
110234	Willowgrove Junction (n. o.), Laughlin Junction (n. o.).	Pittsburg Junction R. R. Co.	4.14	6,468	16.06	apt. 18.8 by 8.6, 7 t. a. w., Willowgrove Junction and Laughlin Junction, 4.14 m.; c. p. 7 out, 14 in., Willowgrove Junction and Laughlin, 4.14 m.	17.50	186.89	771.66	
110235	Sonestown, Eaglesmere.	Eaglesmere R. R. Co.	8.74	111	10	c. p. 25 t. a. w., Sonestown and Eaglesmere, 8.74 m.	25	42.75	378.68	
110236	Hazleton Junction (n. o.), Shepppton.	Delaware, Susquehanna and Schuylkill R. R. Co.	11.21	69	21	c. p. 12 t. a. w., Hazleton Junction (n. o.) and Shepppton, 11.21 m.	12	42.75	479.22	
110237	Vacant.									
110238	Vacant.									
110239	Vacant.									
110240	Vacant.									
110241	Stewarts Station, Export.	Pennsylvania R. R. Co.	10.48	227	16	c. p. 12 t. a. w., Stewarts Station and Export, 10.48 m.	12	44.46	465.94	
110242	Vacant.									
110243	Crossfork Junction, (n. o.), Crossfork.	Buffalo and Susquehanna R. R. Co.	12.91	188	15	c. p. 12 t. a. w., Crossfork Junction (n. o.), Crossfork, 12.91 m.	12	42.75	551.90	
110244	Ashley, Olivers Mills.	Central R. R. Co. of New Jersey.	8.19	30	22	c. p. 12 t. a. w., Ashley and Olivers Mills, 8.19 m.	12	42.75	350.12	
110245	Vacant.									
110246	Vacant.									
110247	Vacant.									
110248	Vacant.									
110249	Vacant.									
110250	Vacant.									
110251	York, Porters Siding.	Western Maryland R. Co.	15.70	154	29.87	c. p. 12 out, 18 in, York and Porters Siding, 15.70 m.	15	42.75	671.17	

110252	Vacant	.....do.....	33.86	167	24.59	c. p. 12 t. a. w., Shippenburg and Chambersburg, 12.01 m.; 24 out, 18 in, thence to Quin-sonia (n. o.), 7.80 m.; 18 t. a. w. thence to Edgemont, 14.06 m.	16.56	42.76	1,447.51
110253	Vacant.	Pennsylvania and Northwestern R. R. Co.							
110254	Vacant.	Pennsylvania and Northwestern R. R. Co.	4.64	154	15	c. p. 12 out, 18 in, Anita and Punxsutawney, 4.64 m.	15	42.76	198.36
110255	Vacant.	Pennsylvania R. R. Co.	2.10	186	20	c. p. 25 t. a. w., Philadelphia and Cynwyd, 2.10 m.	25	42.76	89.77
110256	Vacant.	.....do.....	2.58	45	20	apt. 20 by 9 24 t. a. w., Vance Mill Junction (n. o.) and West Leisenring, 2.50 m.	24	42.76	108.15
110257	Vacant.	Reading and South-western Street Rwy. Co.	13.85	126	12	c. p. 12 t. a. w., Reading and Adamstown, 13.85 m.	12	42.76	570.71
110258	Vacant.	Pennsylvania R. R. Co.	17.88	181	15	c. p. 18 t. a. w., Kaylor Junction (n. o.) and Chambersburg, 4.73 m.; 12 t. a. w. thence to Vinondale, 13.15 m.	13.58	42.76	764.37
110259	Vacant.	Mount Jewett, Kin-na and Rittersville R. R. Co.	12.89	113	14	c. p. 18 t. a. w., Mount Jewett and Knebequa, 3.34 m.; 6 t. a. w. thence to Westline, 9.55 m.	9.10	42.76	551.04
110260	Vacant.	Buffalo, Rochester and Pittsburg Rwy. Co.	2.01	47	15	c. p. 12 t. a. w., Stanley (n. o.), and Helvetia, 2.01 m.	12	42.76	85.92
110261	Vacant.	Pennsylvania R. R. Co.	.88	30	17	apt. 15.6 by 8.11; 12 t. a. w., Lajoe Junction (n. o.) and Lajoe, 0.45 m.; c. p. 6 out, Lajoe Junction (n. o.) and Lajoe, 0.83 m.	15	42.76	85.48
110262	Vacant.	Bellefonte Central R. R. Co.	4.17	48	20	c. p. 12 t. a. w., Strubles (n. o.) and Pinegrove Mills, 4.17 m.	12	42.76	173.26

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

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	PENNSYLVANIA—continued.		Miles.	Pounds.				Dollars.	Dollars.	
110282	Clermont, Cartwright	Pittsburg, Shawmut and Northern R. R. Co.	53.08	160	17	c. p. 12 t. a. w. Clermont and Brookport, 49.87 m.; 12 out, 18 in, thence to Cartwright, 3.16 m.	12.17	42.75	2,267.03	
110283	Schuylkill Haven, Tremont.	Philadelphia and Reading Rwy. Co.	16.69	18	18	c. p. 6 t. a. w. Westwood Switch (n. o.) and Tremont, 10.27 m.	6	42.75	713.49	Route restated. Covers 110061.
	DELAWARE.									
112001	Wilmington, Delmar.	Philadelphia, Wilmington and Baltimore R. R. Co.	98.57	9,290	31	apt. 25 by 8.6, 6 t. a. w., 32 by 8.8, 7 t. a. w., 30 by 8.6, 6 t. a. w., and 20 by 8.6, 6 in. Wilmington and Dover, 46.88 m.; 25 by 8.6, 6 t. a. w., 32 by 8.8, 7 t. a. w., and 30 by 8.6, 6 t. a. w., thence to Delmar, 49.66 m.; c. p. 12 t. a. w. Wilmington and Clayton, 36.82 m.; 6 out, 12 in, thence to Harrington, 28.73 m.; 6 t. a. w. thence to Seaford, 19.95 m., 6 out, thence to Delmar, 13.07 m.	29.20	216.82	21,322.66	
112002	Lewes, Rehoboth.	do.	6.06					42.75	259.06	
112003	Clayton, Oxford.	do.	54.94	1,824	25	apt. 12 by 6.8, 12 t. a. w., Clayton and Easton, 44.18 m.; c. p. 12 t. a. w., Easton and Oxford, 10.66 m.	11.97	99.18	5,448.94	
112004	Georgetown, Lewes.	do.	14.96	569	30	apt. 12 by 6.8, 12 t. a. w., Georgetown and Lewes, 14.95 m.	12	66.69	997.01	
112005	Wilmington, Del., Landenberg, Pa.	Baltimore and Ohio R. R. Co.	19.70	138	22	apt. 8.4 by 6.10, 6 t. a. w., Wilmington and Landenberg, 19.70 m.; c. p. 6 out, 12 in, Wilmington and Hockessin, 15 m., 6 t. a. w. thence to Landenberg, 4.70 m.	14.28	42.75	842.17	
112006	Harrington, Del., Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	73.28	1,078	30	apt. 12.1 by 6.8, 12 out, 18 in, Harrington and Georgetown, 23.94 m., 6 t. a. w. thence to Franklin City, 54.23 m.; c. p. 6 t. a. w., Georgetown and Snowhill, 41.80 m.	11.94	88.07	6,494.11	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
113008	MARYLAND—cont'd. Baltimore, Md., Grafton, W. Va.	Baltimore and Ohio R. E. Co.	Miles. 294.96	Pounds. 79,276	30.93	<p><i>Feet and inches.</i></p> <p>r. p. o. authorized: 4 1.60 ft., 2 1.40 ft., Baltimore and Washington, 4 1.60 ft., 1 1.40 ft., Cumberland and Grafton; 3 1.60 ft., 9, 28 t. a. w., 50 by 9 1.14 t. a. w., Baltimore and Washington, 40 m.; 60 by 9, 28 t. a. w., 50 by 9 1.14 t. a. w., thence to Cumberland, 132.03 m.; 60 by 9, 21 t. a. w., thence to Grafton, 102.83 m.; apt. 25 by 9, 12 out, 6 in, 25.9 by 8, 9, 6 t. a. w., 17 by 9, 6 t. a. w., and 10 by 9, 6 in, Baltimore and St. Denis, 9 m.; 25 by 9, 31 m.; 25 by 9, 6 in, thence to Washington, thence to Gaithersburg, 21.50 m.; 25 by 9, 6 out, thence to Washington Junction, 21.30 m.; 17 by 9, 6 t. a. w., 25 by 9, 6 t. a. w., thence to Harpers Ferry, 12.80 m.; 25 by 9, 6 in, Cumberland and Grafton, 102.83 m.; c. p. 89 out, 105 in, Baltimore and Mount Wilkins, 2.80 m.; 89 out, 98 in, thence to Jessup, 13.30 m.; 89 out, 87 in, thence to Annapolis Junction, 2.10 m.; 89 out, 81 in, thence to Hyattsville, 15.50 m.; 83 out, 81 in, thence to Washington, 2.50 m.; 35 out, 45 in, thence to Brookland, 8.40 m.; 28 out, 45 in, thence to Takoma Park, 2.50 m.; 28 out, 39 in, thence to Forest Glen, 3.50 m.; 28 out, 32 in, thence to Garrett Park, 2.80 m.; 28 out, 31 in, thence to Rockville, 4 m.; 27 out, 31 in, thence to Washington Grove, 4.30 m.; 27 out, 25 in, thence to Weyers, 31.90 m.; 21 out, 19 in, thence to Cherry Run, 34.90 m.; 27 out, 19 in, thence to Cumberland, 64.43 m.; 7 t. a. w. thence to Grafton, 102.95 m.</p>	62.14	Dollars. 984.44	Dollars. 284,490.61	r. p. o. pay \$59,631.25; \$250 per mile for 40 miles; \$225 per mile for 132.03 miles, and \$150 per mile for 102.83 miles.

H.—Table showing the adjustment of the rules of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
MARYLAND—cont'd.										
113017	St. Denis (station), Baltimore, Washington Junction (n. o.).	Baltimore and Ohio R. R. Co.	Miles. 59.60	Pounds. 1,402	23.17	<i>Feet and inches.</i> apt. 25 by 9, 12 t. a. w., 17 by 9, 6 t. a. w., St. Denis and Araby, 49.10 m.; 25 by 9, 6 t. a. w., 17 by 9, 6 t. a. w., thence to Washington Junction, 10.50 m.; c. p. 1 out, 7 in, St. Denis and Sykesville, 22.80 m.; 1 out, 8 in, thence to Araby, 26.30 m.; 12 out, 20 in, thence to Washington Junction, 10.50 m.; c. p. 12 t. a. w., Lake Roland and Garrison, 8.23 m.	23.27	Dollars. 102.60	Dollars. 6,114.96	
113018	Lake Roland (station), Baltimore, Garrison.	Northern Central Rwy. Co.	8.28	77	24		12	42.75	351.83	
113019	Emmitsburg, Rockyridge.									
113020	Emory Grove Station (n. o.), Hightfield.	Western Maryland R. R. Co.	73.72	701	24.96	apt. 16.10 by 7.4, 6 out, 20.2 by 8.4, 6 out, 16.7 by 8, 6 in, 19.7 by 8.1, 6 in, Emory Grove Station (n. o.) and Hightfield, 73.70 m.; c. p. 6 t. a. w., Emory Grove Station (n. o.) and Porters Siding, 29.30 m.; 6 out, 12 in, thence to Hanover, 5.30 m.; 6 in, thence to Berlin Junction, 4.60 m.	15.21	72.08	5,357.96	Route restated,
113021	Vacant.									
113022	Vacant.									
113023	Vacant.									
113024	Cardiff, Baltimore.									
113025	Vacant.									
113026	Vacant.									
113027	Park Junction (n. o.), Philadelphia, Md. and Baltimore, Md. (Camden Street Station).	Baltimore and Ohio R. R. Co.	98.30	26,780	36.38	r. p. o. authorized: 11.40 ft., 11.40 ft., Park Junction (n. o.), Philadelphia and Baltimore (Camden Street Station); t. p. o. run, 60 by 9, 7 t. a. w., and 50 by 9, 1, 7 t. a. w., Park Junction (n. o.), Philadelphia and Baltimore (Camden Street Station), 98.30 m.	53.70	408.56	39,669.94	r. p. o. pay \$7,372.50, 67 1/2¢ per mile for 98.30 miles

113028	Baltimore, Annapolis.	Baltimore and Annapolis Short Line R. R. Co.	26.28	698	24.59	apt. 25 by 8, 6 out, 19 by 8, 6 in, 24th and Chestnut streets (Philadelphia), and Wilmington, Del., 25.10 m.; c. p. 37 out, 29 in, Park Junction and 24th and Chestnut streets, 1.60 m.; 37 out, 47 in, thence to Collingdale, 6 m.; 37 out, 41 in, thence to Boothwyn, 10.50 m.; 37 out, 35 in, thence to Alken, 39.70 m.; 43 out, 35 in, thence to Rosedale, 30.70 m.; 43 out, 41 in, thence to Camden street Station (Baltimore), 9.80 m.	31	71.82	1,883.83	
113029	Canton Junction Sparrows Point.	Central Rwy. Co.	8.38	224	20.86	c. p. 31 out, 37 in, Canton Junction (n.o.) and Sparrows Point, 8.38 m.	34	44.46	372.57	
113030	Vacant.	Western Maryland R. R. Co.	19.87	380	24.40	apt. 40 by 8.7, 6 t. a. w., Hagerstown and Cherry Run, 19.38 m.; c. p. 12 out, 6 in, Hagerstown and Big Spring, 13.25 m.; 6 t. a. w., thence to Cherry Run, 6.62 m.	14	55.58	1,104.37	
113031	Hagerstown, Cherry Run.									
113033	Vacant.	Chesapeake Beach Rwy. Co.	28.96	266	17.70	apt. 8.6 by 6.6, 6 t. a. w., Deanewood and Chesapeake Beach, 28.27 m.	6	47.03	1,861.51	
113034	Vacant.									
113035	Deanewood, D. C., Chesapeake Beach, Md.		4.55	Age...			6	42.75	194.51	No mail carried during weighing period. Service performed during summer season only. Agreements.
113036	Chautauqua Beach Junction (n.o.), Chautauqua Beach.	Baltimore and Ohio R. R. Co.								
113037										
113068	Peninsular Junction, Crisfield.	New York, Philadelphia and Norfolk R. R. Co.	16.30	420	19	c. p. 12 t. a. w., Peninsular Junction and Crisfield, 16.30 m.	12	58.14	947.68	
114001	Quantico Junction (n.o.), Richmond.	Richmond, Fredericksburg and Potomac R. R. Co.	81.20	44,771	83.88	r. p. o. authorized 21.60 ft., 11.50 ft., Quantico Junction (n.o.) and Richmond; r. p. o. authorized 60 by 9, 20 t. a. w., Quantico Junction (n.o.) and Richmond, 81.20 m.; apt. 29.10 by 9.1, 14 t. a. w., Quantico Junction (n.o.) and Acca Junction (n.o.), 78.32 m.; c. p. 12 out, 18 in, Quantico Junction (n.o.) and Ashland, 64.51 m.; 12 out, 24 in, thence to Richmond, 16.69 m.	49.12	595.94	48,390.32	r. p. o. pay, \$11.868; \$140 per mile for 81.20 miles.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
	VIRGINIA—cont'd.									
114002	Washington, D. C., Danville Junction (n. o.), Va.	Southern Rwy. Co....	Miles. 288.22	Pounds. 107,578	33.88	r. p. o. authorized 4 1.60 ft., 2 1.50 ft., Washington and Danville Junction (n. o.); r. p. o. run 60 by 9, 42 t. a. w., Washington and Danville Junction (n. o.), 238.22 m.; apt. 20 by 8.3, 6 t. a. w., 19.6 by 8.7, 7 t. a. w., 18.9 by 8.3, 6 t. a. w., and 15.2 by 8.9, 6 t. a. w., Washington and Washington and Ohio Junction (n. o.), 5 m.; 19.6 by 8.7, 7 t. a. w., 15.2 by 8.9, 6 t. a. w., thence to Manassas, 27.67 m.; c. p. 9 out, 1 in, Washington and Washington and Ohio Junction (n. o.), 5 m.; 7 out, thence to Culverton, 13.78 m.; 13 out, 7 in, thence to Orange, 38.46 m.; 13 out, thence to Somerset, 6.86 m.; 7 out, thence to Lynchburg, 81.86 m. apt. 19.6 by 8.7, 7 t. a. w.; 15.2 by 8.9, 6 t. a. w., Manassas and Harrisonburg, 114.30 m.; c. p. 6 in, Strasburg and Harrisonburg, 50.86 m. apt. 20 by 9, 12 t. a. w., Washington and Ohio Junction (n. o.), Blumont, 52.53 m.; c. p. 12 t. a. w., Alexandria and Washington and Ohio Junction (n. o.), 1.80 m.; 2 out, 6 in, thence to Leesburg, 38.65 m.; 1 out, thence to Blumont, 17.13 m. apt. 14 by 9, 7 t. a. w., Fortress Monroe and Newport News, 10 m.; 14 by 9, 7 t. a. w., 25 by 9, 7 t. a. w., thence to Richmond, 75 m.; 25 by 9, 6 t. a. w., thence to Gordonsville, 75.40 m.; c. p. 7 t. a. w., Fortress Monroe and Newport News, 10.21 m.; 14 t. a. w., Richmond and Gordonsville, 75.43 m.	33.06	Dollars. 1,267.11	Dollars. 301,850.94	r. p. o. pay, \$64,701.60; \$280 per mile for 288.22 miles.
114003	Manassas, Harrisonburg.	.....do.....	114.62	2,196	25.13		14.83	180.88	14,994.56	
114004	Alexandria, Blumont.	.....do.....	54.56	1,182	24.78		14.71	93.20	5,066.95	
114005	Fortress Monroe, Gordonsville.	Chesapeake and Ohio Rwy. Co.	160.64	4,824	29.27		16.80	160.74	25,821.27	

114006	Richmond, Danyille Junction (n.o.).	Southern Rwy. Co.	140	3,661	27.38	apt. 20 by 9, 7 t. a. w., 25 by 9, 7 t. a. w., Richmond and Danville Junction (n.o.), 140 m.; c. p. 1 in, Richmond and Moseley Junction, 21 m.	14.07	151.84	21,187.60	
114007	Richmond, West Point	.....do.....	39.33	871	18.27	apt. 9.6 by 8, 6 t. a. w., Richmond and West Point, 39 m.; c. p. 6 out, 7 in, Richmond and West Point, 39.33 m.	12.50	79.52	3,127.52	
114008	Richmond, Va., Weldon, N.C.	Atlantic Coast Line R. R. Co.	82.91	31,419	83.56	r. p. o. authorized, 2 l., 60 ft., Richmond and Weldon; r. p. o. run, 60 by 9, 14 t. a. w., Richmond and Weldon, 82.85 m.; apt. 20 by 8.11, 7 t. a. w., Richmond and Petersburg, 22.45 m.; c. p. 26 out, 40 in, Richmond and Petersburg, 22.45 m.; 6 out, 12 in, thence to Weldon, 50.46 m.	31.89	453.15	37,570.66	r. p. o. pay, \$8,255; \$100 per mile for 82.85 miles. Route restated, covers 114,009.
114009	Vacant.									
114010	Petersburg, City Point	Norfolk and Western Rwy. Co.	9.99	25	17.22	c. p. 6 t. a. w., Petersburg and City Point, 9.99 m.	6	42.75	427.07	
114011	Norfolk, Lynchburg	.....do.....	204.49	4,276	83	apt. 24 by 3.11, 7 t. a. w., 20 by 8.11, 7 t. a. w., thence to Lynchburg, 81.59 m.; 24 by 8.11, 7 t. a. w., thence to Lynchburg, 122.90 m.; c. p. 14 t. a. w., Norfolk and Petersburg, 81.59 m.; 7 t. a. w., thence to Lynchburg, 122.90 m.; c. p. 35 out, 28 in, Bluestone Junction (n.o.) and Pocahontas, 1.58 m.	19.58	159.89	32,695.90	
114012	Bluestone Junction (n.o.), Pocahontas.	.....do.....	1.58	198	14.95	c. p. 35 out, 28 in, Bluestone Junction (n.o.) and Pocahontas, 1.58 m.	31.50	42.75	67.54	
114013	Lynchburg, Va., Bristol, Tenn.	.....do.....	203.94	11,099	80.23	r. p. o. authorized, 21.40 ft., Lynchburg and Bristol; r. p. o. run 50 by 9.7, 7 t. a. w., 40 by 9.7 t. a. w., Lynchburg and Bristol, 203.62 m.; c. p. 6 t. a. w., Lynchburg and Roanoke, 52.90 m.; 6 in, East Radford and Pulaski City, 15.20 m.	15.77	235.98	48,125.76	r. p. o. pay, \$10,181; \$50 per mile for 235.92 miles.
114014	Glade Spring, Saltville.	.....do.....	9.54	210	13.80	c. p. 13 t. a. w., Glade Spring and Saltville, 9.54 m.	13	42.75	407.83	
114015	Vacant.									
114016	Vacant.									
114017	Bermuda Hundred, Farmville.	Farmville and Potomac R. R. Co.	90.23	155	9.19	apt. 7.4 by 5.3, 6 t. a. w., Moseleys Junction and Farmville, 62.25 m.; c. p. 6 t. a. w., Bermuda Hundred and Moseleys Junction, 37.98 m.	6	42.75	3,837.33	
114018	Abingdon, Stateline	Virginia-Carolina Rwy. Co.	18.05			.....do.....	6	42.75	771.63	Agreement.
114019	Kempville Junction (n.o.), Munden.	Norfolk and Southern R. R. Co.	21.60	117	16.97	c. p. 12 t. a. w., Kempville Junction (n.o.) and Back Bay, 16.27 m.; 6 out, 12 in, thence to Creeds, 3.83 m.; 6 t. a. w., thence to Munden, 1.50 m.	11.06	42.75	923.40	
114020	Fredericksburg, Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	38.14	337	14.78	apt. 7 by 7.2, 6 t. a. w., Fredericksburg and Orange, 37.71 m.	6	52.16	1,989.38	
114021	Hagerstown, Md., Roanoke, Va.	Norfolk and Western Rwy. Co.	239.10	2,183	27.40	apt. 22.11 by 8.9, 13 t. a. w., Hagerstown and Shenandoah, 106.16 m.; 7 t. a. w., thence to Roanoke, 182.70 m.	9.66	130.52	31,279.06	
114022	Elba, Rocky Mount	Southern Rwy. Co.	37.32	163	11.17	apt. 12 by 9, 6 t. a. w., Elba and Rocky Mount, 37 m.	6	42.75	1,595.43	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mall car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			Miles.	Pounds.				Dollars.	Dollars.	
114023	VIRGINIA—continued. Richmond, Clifton Forge.	Chesapeake and Ohio Rwy. Co.	280.80	1,125	26.89	apt. 20.2 by 9, 6 t. a. w., 19.10 by 9, 6 t. a. w., Richmond and Columbia, 56.50 m.; 20.2 by 9, 6 t. a. w., thence to Clifton Forge, 174.80 m.; c. p. 1 t. a. w., Richmond and Clifton Forge, 234.80 m.	8.46	90.63	20,917.40	
114024	Calverton, Warrenton	Southern Rwy. Co.	9.25	397	24.34	c. p. 20 out, 27 in, Calverton and Warrenton, 9.25 m.	23.50	56.43	521.97	
114025	Richmond, Va., Norfolk, N. C.	Seaboard Air Line Rwy.	98.24	5,083	43.93	apt. 29.10 by 9, 1.14 t. a. w., 22.4 by 9, 6 t. a. w., Richmond and Norfolk, 98.20 m.	20	171.86	16,883.62	Route restated.
114026	Vacant.	Southern Rwy. Co.	6.29	69	11.18	c. p. 12 t. a. w., West Norfolk and Boone Junction (n. o.), 6.29 m.	12	42.75	268.89	
114027	West Norfolk, Boone Junction (n. o.).	Danville and Western Rwy. Co.	74.99	700	22.56	apt. 12 by 8, t. a. w., Danville and Stuart, 74.66 m.; c. p. 18 t. a. w., Danville and Lakeside Junction, 18.76 m.; 6 t. a. w. thence to Stuart, 55.91 m.	15.16	72.68	5,450.27	
114028	Danville, Stuart.....					c. p. 13 out, 12 in, Balcony Falls and Lexington, 21.41 m.	12.50	53.01	1,194.94	
114029	Balcony Falls, Lexington.	Chesapeake and Ohio Rwy. Co.	21.41	347	21.59	apt. 20.3 by 8.11, 7 t. a. w., Keyesville and Durham, 88.10 m.; c. p. 6 in, Oxford and Durham, 82.85 m.	8.11	56.43	4,978.25	
114030	Vacant.					apt. 20 by 8.11, 14 t. a. w., East Radford and Bluefield, 61.59 m.; 21 t. a. w. thence to Grantsburg, 3.26 m.; 14 t. a. w. thence to Kenova, 202.29 m.; c. p. 6 out, Bluefield and Coopers, 12.12 m.	14.22	137.66	36,804.77	
114031	Keyesville, Va., Durham, N. C.	Southern Rwy. Co.	88.22	397	24.43	c. p. 6 t. a. w., Claremont and Belfield, 53.11 m.	6	42.75	2,270.45	
114032	East Radford, Va., Kenova, W. Va.	Norfolk and Western Rwy. Co.	287.36	2,714	19.90	c. p. 34 out, 25 in, Norfolk and Kempville Junction, 6.60 m.; 28 out, 19 in, thence to Virginia Beach, 10.96 m.	25.75	53.87	945.96	
114033										
114034	Claremont, Belfield..	Southern Rwy. Co.	53.11	108	13.94					
114035	Norfolk, Virginia Beach.	Norfolk and Southern R. R. Co.	17.56	359	22.10					

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Mail car space, railway post-office, apartment and closed pouch, frequency of trips, and points between which service is performed.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>	
114056	VIRGINIA—continued. Washington, D. C., Quantico Junction (n. o.), Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	34.24	45,389	30.08	<i>Feet and inches.</i> r. p. o. authorized, 21, 60 ft., 11, 50 ft., Washington and Quantico Junction; t. p. o. run 60 by 9, 20 t. a. w., Washington and Quantico Junction, 34.24 m.; apt. 23.10 by 9, 1, 14 t. a. w., Washington and Quantico Junction, 34.24 m.; c. p. 24 out, 31 in, Washington and St. Elmo, 5 m.; 18 out, 31 in, thence to Alexandria, 1.72 m.; 18 out, 25 in, thence to Newington, 10.52 m.; 18 out, 19 in, thence to Quantico Junction, 17 m. c. p. 12 t. a. w., Elkton and Bridgewater, 27.73 m.	56.08	601.92	20,609.74	r. p. o. pay, \$4,798.90; \$140 per mile for 34.24 miles.
114057	Elkton, Bridgewater.	Chesapeake and Western R. R. Co.	27.78	578	19.27		12	66.69	1,849.31	
114058 114059	Vacant. Harrisonburg, Lexington.	Baltimore and Ohio R. R. Co.	61.81	1,199	21.51	apt. 25 by 9, 6 t. a. w., Harrisonburg and Lexington, 61.28 m.; c. p. 6 t. a. w., Harrisonburg and Staunton, 25.50 m.; 6 out, 12 in, thence to Greenville, 12.50 m.; 6 t. a. w. thence to Lexington, 25.81 m. c. p. 6 t. a. w., Interior and Big Stony Junction (n. o.), 11.01 m.	12.60	90.68	5,601.94	
114060 114061	Interior, Big Stony Junction (n. o.), Apalachia Jet. n. o.), Stonewall.	Big Stony Rwy. Co. . .	11.01	38	7.98		6	42.76	470.67	
114062	Ocean View, Fortress Monroe.	Norfolk Railway and Light Co.	6.37	40	13.20	c. p. 7 t. a. w., Ocean View and Fortress Monroe, 6.37 m.	7	42.76	272.31	
116001	WEST VIRGINIA. Harpers Ferry, Brackett.	Baltimore and Ohio R. R. Co.	50.58	1,350	22.49	apt. 21 by 9, 6 t. a. w., 25 by 9, 6 t. a. w., 17 by 9, 6 t. a. w., Harpers Ferry and Winchester, 31.06 m.; 21 by 9, 6 t. a. w., 25 by 9, 6 t. a. w., thence to Brackett, 19 m.; c. p. 13 out, 6 in, Harpers Ferry and Brackett, 50.58 m.	28.27	100.04	5,060.02	

116002	Grafton, Parkersburg.	.....do.....	108.70	59,219	81.99	r. p. o. authorized 3.1, 60 ft. Grafton and Parkersburg; r. p. o. run, 60 by 9, 21 t. a. w. Grafton and Parkersburg, 103.10 m.; apt. 21 by 9, 6 t. a. w. Grafton and Parkersburg, 103.10 m.; c. p. 7 out Grafton and Parkersburg, 103.10 m.; 7 out, 6 in, thence to Salem, 18.40 m.; 7 out, thence to Parkersburg, 67.78 m.	30.88	749.94	77,758.40	r. p. o. pay, \$15,460; \$140 per mile for 108.10 miles.
116008 116004	Charleston, Clay Pennsboro, Harris- ville.	Pennsboro and Har- rsville Ritchie County Rwy. Co.	8	339	12.37	c. p. 12 t. a. w., Pennsboro and Harrisville, 8 m.	12	52.16	417.28	
116005 116006	Edgington, Wheeling. Flatwoods, Sutton	Baltimore and Ohio R. R. Co.	6.06	314	16.30	c. p. 12 t. a. w., Flatwoods and Sutton, 6.05 m.	12	50.45	303.22	
116007	Thomas, Davis	West Virginia Cen- tral and Pittsburg Rwy. Co.	6.45	282	15.44	c. p. 26 t. a. w., Thomas and Davis, 6.45 m.	26	47.98	306.82	
116008	Winifrede Junction (n. o.), Winifrede.	Winifrede R. R. Co.	4.73	107	9.76	c. p. 18 out, 12 in, Winifrede Junction (n. o.) and Winifrede, 4.73 m.	15	42.75	202.20	
116009 116010	Hendricks, Horton Point Pleasant Junc- tion (n. o.), Ohio, Gauley Bridge, W. Va.	Dry Fork R. R. Co. Kanawha and Mich- igan Rwy. Co.	81.28 95.72	176 1,109	15.34 23.30	c. p. 6 t. a. w. Hendricks and Horton, 31.28 m. apt. 20.7 by 8.11, 6 t. a. w. Point Pleasant Junc- tion (n. o.) and Point Pleasant, 1.30 m.; 12 t. a. w. thence to Gauley Bridge, 94.27 m.; c. p. 6 t. a. w., Point Pleasant Junction (n. o.) and Charleston, 28.21 m.	6 15.54	42.75 89.78	1,387.22 8,568.74	
116011	Weston, Pickens	Baltimore and Ohio R. R. Co.	49.60	435	14.28	apt. 20.2 by 8.10, 6 t. a. w., 12.6 by 6.11, 6 t. a. w., Weston and Buchanan, 14.90 m.; 20.2 by 8.10, 6 t. a. w. thence to Pickens, 34.60 m.; c. p. 1 out, Weston and Buchanan, 15.04 m.	7.95	59.00	2,928.40	
116012	Grafton, Belington	.....do.....	41.44	968	22.68	apt. 11.9 by 8.10, 6 t. a. w., Grafton and Bel- ington, 41.30 m.	12	88.79	3,472.25	
116013 116014	Wheeling, Kenova Greenspring, Romney	.....do.....	16.28	285	16	c. p. 12 t. a. w., Greenspring and Romney,	12	48.74	798.48	
116015	Wheeling, W. Va., Bellaire, Ohio.	.....do.....	5.94	11,691	27.96	r. p. o. authorized 2, 40 ft. wheeling and Bellaire, 11691 m.; r. p. o. run, 40 by 9, 14 t. a. w. Wheeling and Bellaire, 5.90 m.; apt. 25.3 by 8.8, 7 t. a. w., 25.3 by 8.9, 14 t. a. w., Wheeling and Benwood Junction, 4.80 m.; 25.3 by 8.8, thence to Bellaire, 1.10 m.; c. p. 14 t. a. w. Wheeling and Benwood Junc- tion, 4.80 m.; 7 t. a. w. thence to Bellaire, 1.14 m.	44.96	241.97	1,437.80	r. p. o. pay, \$295; \$50 per mile for 5.90 miles. Route re- vised. Covers part of 11602.
116016	Coopers, Goodwill	Norfolk and Western Rwy. Co.	7.94	197	11.08	c. p. 35 out, 20 in, Coopers and Bramwell, 1.17 m.; 26 out, 19 in, thence to Freeman's, 0.60 m.; 7 t. a. w. thence to Goodwill, 6.77 m.	11.19	42.75	339.43	
116017	Connellsville, Pa., Clarksburg, W. Va.	Baltimore and Ohio R. R. Co.	108.15	1,954	22.68	apt. 25.3 by 9.12 t. a. w., Connellsville and Fair- mont, 70.45 m.; 25.3 by 9.6 t. a. w., 12 by 6.9, 12 t. a. w. thence to Clarksburg, 32.20 m.; c. p. 13 out, 8 in, Connellsville and Union- town, 12.95 m.; 7 out, 8 in, thence to Morgan- town, 31.90 m.; 1 t. a. w. thence to Clarks- burg 58.30 m.	18.01	\$125.69	\$12,964.92	Route restated. Cov- ers 11602a.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1901, and also on certain other unadjusted routes in other sections, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Feet and inches.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Remarks.
WEST VIRGINIA—cont'd.										
116018	Calro, Macfarlan, Md.	West Virginia Central and Pittsburg Rwy. Co.	131.17	1,647	23.09	apt. 12.10 by 9.7, 7 t. a. w., 13 by 7.2, 6 t. a. w., Cumberland and Elkins, 113.13 m.; 12 by 9.6, 6 t. a. w., 11.9 by 8.10, 6 t. a. w., Elkins Junction and Huttonsville, 16.47 m.; c. p. t. a. w., Cumberland and Elkins, 113.25 m.	13.58	\$112.86	\$14,803.84	Route restated. Covers 116020.
116020	Vacant.									
116021	Tunnelton, Kingwood.	West Virginia Northern R. Co.	11.25	356	11.94	c. p. 12 t. a. w., Tunnelton and Kingwood, 11.25 m.	12	53.87	606.03	
116022	Cedar Grove, Mammoth.	Kellys Creek R. R. Co.	5.18	68	15.46	c. p. 12 out, 6 in, Cedar Grove and Mammoth, 5.18 m.	9	42.75	221.44	
116023	Broesus, Berkeley Springs.	Baltimore and Ohio R. R. Co.	6.54	209	20.19	c. p. 18 t. a. w., Broesus and Berkeley Springs, 6.54 m.	18	42.75	279.58	
116024	Millwood, Ripley.									
116025	Harrison (n. o.), Elk Garden.	West Virginia Central and Pittsburg Rwy. Co.	7.31	167	10.97	c. p. 12 t. a. w., Harrison (n. o.) and Elk Garden, 7.31 m.	12	42.75	312.50	
116026	Sewell, Clifftop.	Longdale Iron Co.	9.25	68	4.50	c. p. 6 t. a. w., Sewell and Clifftop, 9.25 m.	6	42.75	396.43	
116027	Cass, Ronceverte.	Greenbrier Rwy. Co.	83.87	283	20.54	c. p. 6 t. a. w., Cass and Ronceverte, 83.87 m.	6	47.88	4,015.69	Route restated.
116028	Vacant.									
116029	Vacant.									
116030	Marmet, Hermshaw.	West Virginia and Southern R. R. Co.	3.50	147	23.63	c. p. 12 t. a. w., Marmet and Hermshaw, 3.50 m.	12	42.75	149.62	
116031	Congo, New Cumberland Junction (n. o.).	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	16.97	211	20.20	c. p. 18 t. a. w., Congo and New Cumberland Junction, 16.97 m.	18	42.75	725.46	Route restated. Covers route 116029.
116032	Ravenswood, Spencer.									
116033	Bellington, Elkins Junction (n. o.).	West Virginia Central and Pittsburg Rwy. Co.	16.39	781	21.98	apt. 11.9 by 8.10, 6 t. a. w., 12 by 9.6 t. a. w., Bellington and Elkins Junction (n. o.), 16.37 m.	12	76.10	1,247.27	
116034	Clarksburg, Lanes Bottom.	Baltimore and Ohio R. R. Co.	103.42	1,157	14.28	apt. 20.2 by 8.10, 6 t. a. w., 12.6 by 6.11, 6 t. a. w., Clarksburg and Weston, 24.80 m.; 20.2 by 8.10, 6 t. a. w., thence to Lanes Bottom, 77.92 m.; c. p. 1 out, Clarksburg and Weston, 25.80 m.	7.52	91.49	9,461.99	

116085	Terminal Junction (n. o.), Wheeling.	Wheeling Terminal Rwy. Co.	4.78	1,120	17.20	apt. 25 by 9, 6 out, 22.6 by 8.9, 6 in, Terminal Junction (n. o.), and Wheeling, 4.73 m.; c. p. 6 t. a. w., Terminal Junction (n. o.) and Wheeling, 4.73 m.	12	90.68	428.67	
116086	Mount Carbon, Powellton.	Powellton and Poca- hontas Rwy. Co.	4.88	59	17.17	c. p. 12 t. a. w., Mount Carbon and Powellton, 4.88 m.	12	42.75	206.48	
116087	Vacant.									
116088	Coalburg, Acme	Chesapeake and Ohio Rwy. Co.	14.19	158	11.74	c. p. 12 t. a. w., Coalburg and Acme, 14.19 m....	12	42.75	606.62	
116089	Bellington, Monroe...	Roaring Creek and Bellington R. Co.	11.68	102	10.49	c. p. 6 t. a. w., Bellington and Monroe, 11.68 m....	6	42.75	497.18	
116090	Thurmond, MacDon- ald.	Chesapeake and Ohio Rwy. Co.	9.60	409	14.12	c. p. 20 t. a. w., Thurmond and MacDonald, 9.60 m.	20	57.29	549.98	
116041	North Fork Junction (n. o.), Ashland.	Norfolk and Western Rwy. Co.	5.62	168	10.14	c. p. 14 t. a. w., North Fork Junction and Mc- Donald, 4.40 m.; 7 t. a. w. thence to Ash- land, 1.22 m.	12.48	42.75	240.25	
116042	Grafton, Benwood Junction (n. o.)	Baltimore and Ohio R. Co.	94.90	10,192	23.34	apt. 25 by 9, 11 t. a. w., Grafton and Benwood Junction, 94.78 m.; c. p. 14 t. a. w., Grafton and Benwood Junction, 94.90 m.	28	225.72	21,420.82	Route restated.
116043	Vacant.									
116044	Monroe, Mable.	Roaring Creek and Bellington R. Co.	7.64	52	10.49	c. p. 12 t. a. w., Monroe and Womelsdorf, 4.25 m.; 6 t. a. w. thence to Mable, 3.89 m.	9.33	42.75	328.61	
116045	Parkersburg, Reedy Ripple.	Little Kanawha R. R. Co.	30.46	340	13.28	c. p. 12 t. a. w., Parkersburg and Reedy Rip- ple, 30.46 m.	12	52.16	1,598.79	
118067	NORTH CAROLINA. Suffolk, Va., Amboy, N. C.	Suffolk and Carolina R. Co.	35.23	107	13.29	c. p. 6 t. a. w., Suffolk and Amboy, 35.23 m....	6	42.75	1,506.08	Weighted for 48 days from Feb. 20, 1900. Route restated.
123034	Tavares, Clermont....	Tavares and Gulf R. Co.	29.43	75	10	c. p. 6 t. a. w., Tavares and Clermont, 29.43 m.	6	42.75	1,256.13	Weighted for 48 days from Feb. 20, 1900.
124019	Chehaw, Tuskegee ...	Tuskegee R. Co.	5.85	385	15	c. p. 35 out, 28 in, Chehaw and Tuskegee, 5.85 m.	31.50	55.56	325.14	Weighted for 48 days from Feb. 20, 1900. Do.
124040	Tredegar Junction (n. o.), Jacksonville.	East and West R. R. Co.	4.07	47	20	apt. 9.4 by 9, 13 t. a. w., Tredegar Junction and Jacksonville, 3.80 m.	13	42.75	173.99	
127023	Cross, Lafollette	Tennessee Northern Rwy. Co.	10.28	220	14.97	c. p. 18 t. a. w., Cross and Lafollette, 10.28 m....	18	43.61	448.31	Weighted for 48 days from Feb. 20, 1900. Do.
127029	Lebanon, Monterey ...	Nashville and Knox- ville R. Co.	79.91	963	12.30	apt. 18 by 9.2, 6 t. a. w., Lebanon and Mon- terey, 79 m.	6	83.79	6,696.66	
127031	Junction (n. o.), Car- thage.	.....do	7.50	151	11.96	[c. p.] Junction and Carthage, 7.50 m.; [6 t. a. w.]	6	42.75	320.62	Do.

I.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from June 30, 1836, to June 30, 1901.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836		11, 878, 296			
June 30, 1837	974	11, 798, 024	1,907, 444		
June 30, 1838		12, 356, 852	1,494, 128		
June 30, 1839		13, 896, 065	1,530, 602		
June 30, 1840		13, 889, 068	1,586, 853		
June 30, 1841		13, 946, 450	1,585, 948		
June 30, 1842	3, 091	14, 424, 282	432, 545	2, 117	
June 30, 1843		15, 692, 402	1,733, 687		
Nov. 4, 1843	3, 714	(1)	531, 782	623	
June 30, 1844		16, 747, 355	1,802, 006		
June 30, 1845		16, 484, 592	1,843, 430		
Oct. 31, 1845	4, 092	(1)	587, 769		
June 30, 1846		17, 781, 828	1,870, 570		
Nov. 1, 1846	4, 402		587, 769	310	
June 30, 1847		4, 170, 403	597, 475		
Nov. 1, 1847	4, 785		597, 923	833	
June 30, 1848		4, 327, 400	584, 192		
Oct. 1, 1848	4, 957		587, 204	222	
June 30, 1849	5, 497	4, 861, 177	635, 740	540	
June 30, 1850	6, 886	6, 524, 563	818, 227	1, 389	
June 30, 1851	8, 255	8, 364, 103	985, 019	1, 869	
June 30, 1852	10, 146	11, 082, 768	1, 275, 520	1, 891	
June 30, 1853	12, 415	12, 986, 705	1, 601, 329	2, 269	
June 30, 1854	14, 440	15, 433, 389	1, 758, 610	2, 025	
June 30, 1855	18, 333	19, 202, 469	2, 073, 089	3, 893	
June 30, 1856	20, 323	21, 809, 396	2, 310, 389	1, 990	
June 30, 1857	22, 530	24, 267, 144	2, 559, 847	2, 207	
June 30, 1858	24, 431	25, 763, 452	2, 828, 301	1, 901	
June 30, 1859	26, 010	27, 268, 384	3, 243, 974	1, 579	
June 30, 1860	27, 129	27, 653, 749	3, 349, 662	1, 119	
May 31, 1861	16, 886	25, 701, 083	2, 978, 710		6, 886
June 30, 1861	22, 018	28, 116, 323	2, 543, 909	1, 775	
June 30, 1862	21, 338	22, 777, 219	2, 498, 115		680
June 30, 1863	22, 152	22, 871, 558	2, 538, 517	814	
June 30, 1864	22, 616	23, 301, 942	2, 557, 044	464	
June 30, 1865	23, 401	24, 087, 568	2, 707, 421	785	
June 30, 1866	32, 092	30, 609, 467	3, 391, 592	8, 691	
June 30, 1867	34, 015	32, 437, 900	3, 812, 600	1, 923	
June 30, 1868	36, 018	34, 886, 178	4, 177, 126	2, 008	
June 30, 1869	39, 537	41, 399, 284	4, 723, 680	3, 519	
June 30, 1870	43, 727	47, 551, 970	5, 128, 901	4, 190	
June 30, 1871	49, 834	55, 557, 048	5, 724, 979	6, 107	
June 30, 1872	57, 911	62, 491, 749	6, 502, 771	8, 077	
June 30, 1873	63, 457	65, 621, 445	7, 257, 196	5, 546	
June 30, 1874	67, 734	72, 460, 545	9, 118, 190	4, 277	
June 30, 1875	70, 083	75, 154, 910	9, 216, 518	2, 349	
June 30, 1876	72, 348	77, 741, 172	9, 543, 134	2, 265	
June 30, 1877	74, 546	85, 358, 710	9, 053, 086	2, 196	
June 30, 1878	77, 120	92, 120, 395	9, 556, 595	2, 574	
June 30, 1879	79, 991	93, 092, 992	9, 067, 590	2, 871	
June 30, 1880	85, 320	96, 437, 463	10, 498, 986	5, 329	
June 30, 1881	91, 569	103, 521, 229	11, 613, 368	6, 249	
June 30, 1882	100, 563	113, 995, 318	12, 753, 184	8, 994	
June 30, 1883	110, 208	129, 198, 641	13, 837, 800	9, 645	
June 30, 1884	117, 160	142, 541, 392	15, 012, 608	6, 952	
June 30, 1885	121, 032	151, 910, 945	16, 627, 963	3, 872	
June 30, 1886	123, 933	165, 699, 389	17, 336, 512	2, 901	
June 30, 1887	130, 949	169, 689, 966	18, 056, 272	7, 016	
June 30, 1888	143, 713	185, 485, 783	19, 524, 969	12, 764	
June 30, 1889	150, 881	204, 192, 489	21, 639, 613	6, 663	
June 30, 1890	154, 779	215, 715, 680	23, 395, 232	4, 398	
June 30, 1891	159, 513	228, 719, 900	25, 183, 713	4, 789	
June 30, 1892	162, 576	239, 731, 509	27, 126, 529	3, 068	
June 30, 1893	165, 952	252, 750, 574	28, 910, 195	4, 376	
June 30, 1894	169, 768	264, 717, 585	30, 358, 190	2, 816	
June 30, 1895	171, 212	267, 117, 787	31, 205, 342	1, 444	
June 30, 1896	172, 794	268, 806, 324	32, 405, 797	1, 581	
June 30, 1897	173, 475	273, 190, 356	33, 876, 521	681	
June 30, 1898	174, 777	281, 585, 612	34, 703, 847	1, 392	
June 30, 1899	176, 727	287, 591, 269	36, 117, 876	1, 950	
June 30, 1900	179, 982	297, 256, 303	37, 793, 962	3, 255	
June 30, 1901	183, 359	302, 613, 325	38, 519, 624	3, 377	

¹ Railroad and steamboat service combined; no separate report.

² Decrease caused by the discontinuance of service in the Southern States.

³ Increase attributable in part to the resumption of service in the Southern States.

⁴ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

⁵ Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

K.—*Pneumatic-tube service in operation June 30, 1901.*

State.	Route No.	City and termini.	Length.	Annual pay.
			<i>Miles.</i>	
Massachusetts.....	204001	Boston, Northern Union Station.....	0.74	\$9,000
New York.....	207001	New York, Brooklyn.....	1.65	14,000
		Labor.....		6,200
	207002	New York, Stations P, H, D, Madison Square, and F.	4.20	148,500
		Labor.....		10,000
Pennsylvania.....	210001	Philadelphia, Bourse Station.....	.52	17,600
	210002	Philadelphia:		
		Pennsylvania Depot.....	.94	16,966
		Philadelphia and Reading Depot.....		
		Total.....	8.05	222,266

L.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service and electric and cable car service during the year ended June 30, 1901.

States.	Star service.				Annual rate of expenditure.				Special office service.			
	Length of routes.		Distance traveled per annum.		Increase.		Decrease.		Length of routes.		Distance traveled per annum.	
	Increase.	Decrease.	Miles.	Miles.	Miles.	Dollars.	Miles.	Dollars.	Increase.	Decrease.	Miles.	Miles.
Maine.....			96.06	87,716.64		\$978.70						Miles.
New Hampshire.....			16.96	3,243.76		287.54					8.60	14,428.96
Vermont.....			66.20	81,624.32		1,026.11					10.88	4,707.04
Massachusetts.....			52.25	53,263.80		2,482.80						3,480.96
Rhode Island.....			11.75	8,556.12		864.56					3.60	951.60
Connecticut.....			140.09	86,301.84		2,718.87					11.34	2,704
New York.....			862.78	215,369.44		7,992.00					11.75	1,092
New Jersey.....			15.24	11,586.64		186.70					49.55	2,358.72
Pennsylvania.....			480.98	225,821.20		6,511.62						3,666
Delaware.....			31.20	15,724.80		152.84					2,808	30,919.20
Maryland.....			63.13	62,682.88		\$6,229.06					56,119.44	
Virginia.....			29.14	59,040.80		9,718.31					39,521.04	
West Virginia.....			30.27									
North Carolina.....	59.41	1,274.63		121,723.68	710,404.24	24,889.72			343.66	95.47	98,888.48	64,258.46
South Carolina.....			187.39	183,107.60		7,767.20						38,688
Georgia.....	87.30			167,794.64		7,617.24				124	127.43	89,736.16
Florida.....	113.69			201,566.08		5,465.40				323.87		100,691.44
Porto Rico.....	78.90			161,486.08		2,207.88				178		87,024
Alabama.....	98.27			233,845.84		2,943.24				302.80		20,488.08
Mississippi.....	181.12			288,217.20		4,474.79				167.00		18,200
Tennessee.....		177.76		74,286.44		8,246.86				62.25		50,622
Kentucky.....	617.02			565,468.44		3,206.06				228.91		71,286.12
Ohio.....	1,170.70	315.15		1,829,288.82		10,823.30	26,702.39			1,583.86		876,916.80
Indiana.....		310.08		164,143.20		4,492				66.50		20,748
Illinois.....		849.10		829,193.20		9,378.88					66.30	26,428.46
Michigan.....		544.86		268,135.12		8,221.14				44.25		11,310
Wisconsin.....		463.09		219,750.48		4,152.51				36.25		45,926.40
Minnesota.....		487.48		191,684.48		3,536.12						36,573.04
Iowa.....		183.06		69,204.96		1,450.08				85.17		37,246.56
Missouri.....		884.77		489,092.96		3,426.61				119.38		122,806.08
		183.77		57,281.12								
		8,567.17		1,749,719.92		4,976.69	41,159.93		346.17	351.56	85,041.84	

SECOND ASSISTANT—INCREASE AND DECREASE.

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Arkansas.....	53.86	216,852.48	11,189.51	36.50	11,888	2,028
Louisiana.....	159.41	86,483.28	4,633.01	6.50	100.50	20,904
Texas.....	893.31	224,480.88	17,515.19	10	19.75	8,120
Indian Territory.....	104.91	20,143.76	2,014.85	23.75	49	6,162
Oklahoma.....	54.46	88,656.88	7,987.89	2,751.06	26,104	4,940
Kansas.....	489.98	190,456.24	690.33	1	208	15,288
Nebraska.....	259.16	68,858.40	3,943.58	123.50	26,104	41,806
South Dakota.....	43.31	18,691.92	9,939.88	201	30,056	
North Dakota.....	375.06	131,733.68	6,562.32	144.50	1,482	
Montana.....	246.67	38,997.60	12,603.24	4.75	35,568	
Wyoming.....	97.42	82,467.84	6,206.64	114	812	
Colorado.....	84.57	54,775.76	4,029.26	1	101.75	
New Mexico.....	17.58	16,560.08	6,206.85	49.54	125.92	
Arizona.....	254.25	75,218	3,044.14	13.75	15,456.48	
Utah.....	69.40	46,722	12,977.57	112.75	2,860	
Idaho.....	152.30	72,572.24	8,044.14	2,648	86,178	
Washington.....	111.72	57,611.84	11,273.17		68,562	
Oregon.....	64.12	1,922.96	5,826.594			
Nevada.....	136.25	25,116	3,062.31			
California.....	119.65	65,482.64	98.04			
Alaska.....	143	1,224	7,065			
Total.....	2,393.38	1,216,425.52	135,894.174	3,251.29	643.17	157,821.04
Net increase.....	3,623.49	3,167,887.52	166,541.564	3,941.12	2,629.05	721,302.40
Net decrease.....		843,680.40	71,088.46	1,312.07		315,257.60

L.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, etc.—Continued.

States.	Steamboat service.				Railroad service.			
	Length.		Distance traveled per annum.		Length.		Distance traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Maine.....	Miles.	Miles.	Miles.	Dollars.	Miles.	Miles.	Miles.	Dollars.
New Hampshire.....	127.50		15,699.92	1,283.73	6.39	4,028.54	273.17	23.22
Vermont.....					19.27	317.41	623.79	
Massachusetts.....						12,024		
Rhode Island.....							1,272.96	49.41
Connecticut.....								
New York.....	9.86		2,897.44	70.00	148.22	61,514.52	287.04	9,182.84
New Jersey.....								19,678.88
Pennsylvania.....					57.84	6,286.47	7,737.75	2,980.86
Delaware.....								11,653.26
Maryland.....	4.94		5,454.56	78.84				4,810.06
Virginia.....					79.58		218,656.76	12,583.46
West Virginia.....							8,776.62	
North Carolina.....	14.80	127.50	8,352	78.84	311.44	171.36	133,827.96	52,902.19
South Carolina.....	24.37		2,473.12	1,723	361	621,059.39	124,776.52	
Georgia.....		15	2,912	382.73	196.09	527,553.36	21,734.96	
Florida.....	36.76	1	416	118	105.18	1,263,151.13	89,540.13	
Porto Rico.....	2,814		29,913.52	4,929.84	153.47	8,061.58	37,040.21	
Alabama.....		50	39,396	12,200				
Mississippi.....		26.50	354	300	61.57	100,874.36	45,250.67	5,748.90
Tennessee.....	100.87		9,048	400	145.51	544,185	40,564.93	
Kentucky.....		60.55	31,040.88	2,416	128.45	1,219,464.51	75,922.19	
Ohio.....	2,976	103.55	103,262.40	21,764.57	1,325.32		484,828.63	5,748.90
Indiana.....							98,944.94	
Illinois.....					66.86	40,802.07	36,400.35	
Michigan.....	103			627	4.40		11,568.57	9,081.64
Wisconsin.....			60,296.96		98.68	56,700.32	87,721.01	
Minnesota.....					10.95	6,892.80	6,892.80	
Iowa.....					55.30	34,507.20	4,892.68	
Missouri.....					823.02	287,308.74	23,328.02	
					112.27	70,056.48	20,196.21	
					34.38		30,001.92	848.76
	103		60,286.96	627	691.46	445,002.61	41,580.49	139,417.25

Arkansas.....	158	39.50	22,152	168	485.26	313	127.13	79,901.44	13.14	16,083.16	9,702.20
Louisiana.....	17	.....	.....	.....	.....	.....	31.03	19,349.20	.....	.....	1,177.60
Texas.....	.....	.....	3,586	.....	284.43	.....	144.04	89,880.96	.....	.....	6,851.43
Indian Territory.....	.....	.....	.....	.....	.....	.....	211.84	182,188.10	.....	.....	9,066.14
Oklahoma.....	.....	.....	.....	.....	.....	.....	146.22	98,113.28	.....	.....	5,706.25
Kansas.....	.....	.....	.....	.....	.....	.....	113.88	87,290.22	.....	.....	5,189.23
Nebraska.....	.....	.....	.....	.....	.....	.....	108.69	99,579.11	.....	.....	19,977.26
South Dakota.....	.....	.....	.....	.....	.....	.....	87.12	30,761.64	.....	.....	5,776.22
North Dakota.....	.....	.....	.....	.....	.....	.....	24.52	37,961.46	.....	.....	1,048.23
Montana.....	.....	.....	.....	.....	.....	.....	9.45	5,896.90	.....	.....	22,455.27
Wyoming.....	.....	.....	.....	.....	.....	.....	31.29	19,558.24	.....	.....	1,435.94
Colorado.....	.....	.....	.....	.....	.....	.....	14.27	.....	.....	8,904.48	2,828.13
New Mexico.....	.....	.....	.....	.....	.....	.....	25.84	15,966.08	.....	.....	1,104.55
Arizona.....	.....	.....	.....	.....	.....	.....	2.97	1,853.28	.....	.....	126.97
Utah.....	.....	.....	.....	.....	.....	.....	10.03	1,099.28	.....	.....	168.69
Idaho.....	.....	62.75	31,824	.....	1,241.82	.....	66.47	44,836.14	.....	.....	18,961.10
Washington.....	.....	.....	.....	.....	.....	.....	205.67	128,373.41	.....	.....	28,189.42
Oregon.....	.....	275	51,620	.....	1,080	.....	.....	.....	.....	.....	.....
Nevada.....	.....	4,746.50	107,858	.....	12,606.10	.....	.....	.....	.....	.....	.....
California.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alaska.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	17	5,128.75	918,612	168	15,363.18	547.48	1,274.94	897,198.90	50.96	24,087.64	188,771.73
Net increase.....	248.05	8,217.55	385,513.36	.....	37,838.59	9,890.40	3,632.56	5,750,868.65	226.02	333,346.58	760,922.80
Net decrease.....	.....	7,969.50	347,315.12	.....	27,938.19	.....	3,376.54	5,357,022.07	.....	.....	725,642.53

Arkansas.....	1.42	3,487.12	.....	439.76	.....	.....	.....
Louisiana.....	3.18	12,431.12	.....	2,173.95	.....	.....	.....
Texas.....	5.98	18,187.52	.....	1,784.54	.....	.....	.....
Indian Territory.....	7.31	2,927.60	.....	646.50	.....	.....	.....
Oklahoma.....	3.67	6,318	.....	966.50	.....	.....	.....
Kansas.....	3.67	5,463.12	.....	1,194.59	4.10	.....	288.00
Nebraska.....	4.47	9,923.88	.....	1,227.88	.....	.....	8,596.58
South Dakota.....	.41	983.92	.....	21.00	.....	.....	.....
North Dakota.....	.70	1,080.56	.....	351.95	.....	.....	.....
Montana.....	.11	4,351.32	.....	326.00	.....	.....	.....
Wyoming.....	4.56	3,097.12	.....	494.00	.....	.....	.....
Colorado.....	2.91	1,646.32	.....	123.70	.....	.....	.....
New Mexico.....	.64	1,313.52	.....	113.00	.....	.....	.....
Arizona.....	.29	1,259.44	.....	60.00	.....	.....	.....
Utah.....	2.50	9,854	.....	331.05	.....	.....	.....
Idaho.....	6.16	3,282.24	.....	1,055.50	.....	.....	.....
Washington.....	7.94	916.24	.....	776.47	.....	.....	.....
Oregon.....	2.76	1,612.40	.....	124.56	.....	.....	.....
Nevada.....	.....	648.98	.....	66.00	.....	.....	.....
California.....	2.64	4,594.72	.....	1,468.40	.....	.....	.....
Alaska.....	.87	1,405.76	.....	480.00	.....	.....	.....
Total.....	56.90	88,698.84	6,041.04	19,607.77	605.00	4.10	8,596.58
Net increase.....	144.41	488,159.72	90,439.12	65,898.87	3,080.48	14.66	125,142.85
Net decrease.....	72.53	397,730.60	.....	62,818.39	.....	21.36	4,208.39

L.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, etc.—Continued.

States.	Electric and cable car service.						Summary of totals.					
	Length of routes.		Distance traveled per annum.		Annual rate of expenditure.		Length of routes.		Distance traveled per annum.		Annual rate of expenditure.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Maine.....	17.22	2.10	53.44		26.76		191.98		8,811.89		219.13	
New Hampshire	5.77		21,625.62		650.45		8.46		8.46		1,118.98	
Vermont.....	6.77		19,657.54		589.71		39.89		16,246.90		9,223.48	
Massachusetts	44.12		80,902.85		2,771.94		10.66		18,837.17		62,186.74	
Rhode Island		4.82		6,034.64	250.00		12.14				72,565.02	
Connecticut.....	22.66		28,841.06		872.10		126.40		35,621.61		16,641.08	
New York.....	89.99		12,029.41		2,166.70		130.27		68,890.84		6,876.15	
Pennsylvania.....	28.35		72,223.93		5,843.84		291.93				15,135.04	
Delaware.....	121.30		163,267.67				22.61				74,940.90	
Maryland.....	18.61		5,602.70		47.75		59.31					
Virginia.....	4.15		667.30		44.40		245.81		156,993.10			
West Virginia.....	3.71											
	355.77	6.92	404,261.58	9,060.79	13,127.26	9,822.02	305.12	871.76	299,246.01	320,864.03	74,416.79	8,863.13
North Carolina.....												
South Carolina.....												
Georgia.....	9.75		13,221		396.63		120.11		763,064.47		118,897.37	
Florida.....							153.46		652,638.04		30,539.10	
Puerto Rico.....							69.42		1,371,210.87		84,543.61	
Alabama.....	5.80		11,495.60		344.86		2,814		177,908.82		38,704.76	
Mississippi.....									89,396.84		12,200.00	
Arkansas.....	1.89		2,659.02		75.66		214.14		338,146.13		45,957.58	
Tennessee.....	.96		1,164.04		84.94		120.06		159,448.10		36,837.44	
Kentucky.....							468.99		1,708,323.79		71,946.87	
	18.36		28,540.07		862.09		3,878.14		5,780,622.57		439,886.44	
Ohio.....	87.65		100,085.76		5,366.08		362.92					
Indiana.....	14.91		28,748.20		892.69		224.43		35,200.03		40,137.99	
Illinois.....	16.37		93,541.56		14,527.27		480.87		296,638.90		41,517.13	
Michigan.....	59.55		55,243.84		2,024.58		496.32		170,459.48		47,253.89	
Wisconsin.....							183.21		57,010.76		8,366.24	
Minnesota.....	16.97		17,157.92		514.72		466.70		166,867.64		5,253.87	
Iowa.....	8.54		8,183.80		245.49		377.72		238,631.74		26,479.74	
Missouri.....	23.97		115,790.69		12,868.89		793.88		355,839.02		12,532.16	
	221.78		413,751.17		36,014.67		218.26		88,911.96		15,159.11	
							377.72	2,983.74	238,631.74	1,172,417.99	156,730.13	

Arkansas.....	218.91	484.64	189.81	311,847.04	214,612.86	21,018.77
Louisiana.....	226.62	61.79	82,029.11	138,387.60	.....	8,469.82
Texas.....	426.83	464.14	187,538.96	308,109.86	.....	25,916.73
Indian Territory.....	104.44	70.30	84,502.38	111,852	.....	11,717.49
Oklahoma.....	187.60	255.92	121,517.76	181,286.16	.....	14,660.14
Kansas.....	.....	120.16	79,266.80	.....	.....	3,870.77
Nebraska.....	.....	145.21	44,567.12	.....	.....	21,894.89
South Dakota.....	.....	243.96	70,838.56	.....	.....	.....
North Dakota.....	.....	88.74	72,854.06	.....	.....	9,744.80
Montana.....	.....	59.68	56,543.76	.....	.....	.....
Wyoming.....	.....	67.45	57,792.62	.....	.....	6,986.55
Colorado.....	.....	181.17	72,150.40	.....	.....	35,642.51
New Mexico.....	.....	150	72,150.40	.....	.....	7,919.19
Arizona.....	.....	.....	27,327.04	.....	.....	6,970.39
Utah.....	.....	.....	186,398.76	.....	.....	6,146.85
Idaho.....	.....	.....	171,228.24	.....	.....	4,479.84
Washington.....	.....	.....	.....	.....	.....	14,160.04
Oregon.....	.....	.....	.....	.....	.....	13,737.58
Nevada.....	.....	.....	.....	.....	.....	19,296.894
California.....	.....	.....	.....	.....	.....	8,016.31
Alaska.....	.....	.....	.....	.....	.....	84,200.68
.....	.....	.....	.....	.....	.....	19,191.10
Total.....	21.04	4,159.75	11,100.78	2,899,750.45	214,612.86	298,891.294
Net increase.....	676.95	6.92	15,661.71	8,648,300.77	1,708,014.78	959,371.66
Net decrease.....	610.08	44,331.75	10,818.84	6,940,285.99	.....	996,087.71

M.—Division of inspection—Deductions, fines, and remissions under orders issued during the year ended June 30, 1901—Continued.

States.	Regulation, screen, and other wagon service.				Electric and cable car service.				Pneumatic-tube service.				Totals for year.			
	Deduct-ions.	Remis-sions.	Fines.	Remis-sions.	Deduct-ions.	Remis-sions.	Fines.	Remis-sions.	Deduct-ions.	Remis-sions.	Fines.	Remis-sions.	Deduct-ions.	Remis-sions.	Fines.	Remis-sions.
Georgia.....			\$82.00						\$2,551.72	\$267.18	\$966.76	\$13.50				
Florida.....			25.00						2,017.30	4.07	1,262.67	435.75				
Porto Rico.....									1,500.74		1,917.75	1.25				
Alabama.....			56.00	\$28.00					14,498.68	107.80	1,405.00	48.00				
Mississippi.....			63.00	36.00					4,650.46	16.04	1,250.08	45.00				
Tennessee.....			99.50						1,252.26		286.75	5.00				
Kentucky.....			70.00				\$2.00		2,869.00	210.65	906.20	6.00				
Ohio.....			881.50	62.00			2.00		36,710.54	691.78	9,155.17	675.00				
Indiana.....			215.50				12.00	\$0.50	6,824.17	2,151.20	1,764.00	6.00				
Illinois.....			108.00		\$11.45				625.22	1.49	615.00	9.50				
Michigan.....			775.00		656.89		6.00		1,173.28	16.24	1,796.25	17.19				
Wisconsin.....			12.00	100.00			6.00		1,867.47	21.65	277.75	102.00				
Minnesota.....	\$10.48		20.00						608.79	86.75	678.28	257.06				
Iowa.....			46.00						2,514.47	54.85	806.50	25.50				
Missouri.....			100.00		664.89		3.00		568.58		772.00	4.00				
			195.00				12.00		2,428.28	116.01	1,443.50	19.00				
Arkansas.....	10.48		1,466.50	100.00	1,332.73		39.00	.50	15,506.22	2,447.69	8,151.26	440.25				
Louisiana.....			56.00						2,078.37	84.01	1,967.75	227.00				
Texas.....			3.00						1,749.72	1.09	1,261.72	3.00				
Indian Territory.....			584.00	2.00	1.40				6,625.94	44.28	2,738.75	15.00				
Oklahoma.....									891.90	1.60	898.25					
Kansas.....			453.00	25.00					1,114.84	41.90	1,797.00	40.50				
Nebraska.....			73.00	3.00					2,893.78	4.75	1,890.47	40.50				
South Dakota.....			2.00						1,530.18		1,174.50	7.00				
North Dakota.....			2.00						3,701.82		1,174.50	10.00				
Montana.....			288.00						7,886.82	56.88	690.57	25.50				
Wyoming.....									3,301.44		404.00	25.50				
Colorado.....			16.00		16.69				2,878.18		847.73					
New Mexico.....									2,054.86		947.60	190.61				
Arizona.....									514.86	1.12	106.50	35.00				
Idaho.....			30.00						422.23	32.10	184.60	35.00				
Utah.....									109.66		699.45	35.00				
Washington.....			75.00				10.00		978.48	3.38	251.75	35.00				
Oregon.....			1.00				2.50		1,322.63	27.08	8,017.00	356.12				
Nevada.....									10,497.06		473.00	113.00				
California.....			309.00		106.79		21.50	1.00	8,911.49	21.10	2,274.50	33.00				

Alaska.....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</
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RECAPITULATION.

Service.	Deductions.	Remissions.	Fines.	Remissions.
Star.....	\$56,727.23	\$5,677.90	\$24,128.38	\$968.00
Railroad.....	85,283.96	8,137.38	13,653.84	497.28
Steamboat.....	11,256.19	248.72	4,552.80	672.75
Mail messenger.....	964.27	12.96	1,596.52	45.18
Regulation, screen, or other wagon.....	10.43		5,987.00	197.00
Electric and cable car.....	2,426.05	5.29	228.50	3.50
Pneumatic tube.....			156.00	
Railway mail.....	5,087.69	56.67		
Total.....	161,735.22	14,188.92	50,231.04	2,383.66
Net.....	147,576.30		47,897.38	
Net deductions and fines.....	196,473.68			

N.—Statement of contracts for mail equipment made or in operation during fiscal year ended June 30, 1901.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term four years from April 1, 1897.</i>			
F. Colt Johnson	New York, N. Y.	New York, N. Y., post-office.	Cotton canvas pouches with leather tops and bottoms, No. 2, at \$2.7149 each; No. 3, at \$2.1991 each; No. 4, at \$1.9339 each; No. 5, at \$1.2442 each.
Do.	do.	do.	Cotton canvas pouches with leather bottoms, No. 2, at \$2.4444 each; No. 3, at \$2.06 each; No. 4, at \$1.7111 each; No. 5, at \$1.3121 each.
Do.	do.	do.	Mail-catcher pouches, at \$1.4332 each.
Do.	do.	do.	Cotton canvas mail sacks for second, third, and fourth class matter, No. 1, at \$0.5995 each; No. 2, at \$0.4774 each; No. 3, at \$0.2694 each.
Do.	do.	do.	Cotton canvas mail sacks for foreign mail, No. 0, at \$0.6336 each; No. 1, at \$0.5225 each; No. 2, at \$0.4224 each; No. 3, at \$0.2994 each.
E. C. Cook & Bro., Incorporated	Chicago, Ill.	Washington, D. C.	Registered foreign mail sacks, No. 0, at \$0.67 each; No. 1, at \$0.3575 each; No. 2, at \$0.17 each; No. 3, at \$0.11 each.
P. H. McNulty & Co.	Brooklyn, N. Y.	New York, N. Y., post-office.	Inner registered mail sacks, No. 2, at \$0.675 each; No. 3, at \$0.535 each; No. 4, at \$0.365 each.
<i>Contract term four years from July 1, 1901.</i>			
William Taylor	Lyons, N. Y.	Washington, D. C., or New York, N. Y.	Cotton canvas pouches with leather bottoms and soft heads, class "C," No. 2, at \$2.036 per pouch; No. 3, at \$1.76 per pouch; No. 4, at \$1.56 per pouch.
Do.	do.	do.	Cotton canvas pouches with leather bottoms, class "B," No. 2, at \$2.416 per pouch; No. 3, at \$2.006 per pouch; No. 4, at \$1.576 per pouch.
Maurice Runkle	Long Island City, N. Y.	do.	Mail-catcher pouches, at \$1.36 per pouch.
Do.	do.	do.	Cotton canvas mail sacks for second, third, and fourth class matter, No. 1, at 58 cents per sack; No. 2, at 46 cents per sack; No. 3, at 25 cents per sack.
Do.	do.	do.	Cotton canvas mail sacks for foreign mails, No. 0, at 66 cents per sack; No. 1, at 51 cents per sack; No. 2, at 41 cents per sack; No. 3, at 28 cents per sack.
Do.	do.	do.	Cotton canvas mail sacks for registered foreign mail, No. 0, at 66 cents per sack; No. 1, at 51 cents per sack; No. 2, at 16 cents per sack; No. 3, at 10 cents per sack.
<i>Contract term one year from July 1, 1900.</i>			
American Steel and Wire Co.	Worcester, Mass.	Washington, D. C.	Best charcoal iron wire, 125 to 220 inch diameter, at 41 cents per pound.
S. Bensinger & Co.	Washington, D. C.	do.	Pure zinc, in bars, at 61 cents per pound.
Blake & Johnson, Incorporated	Waterbury, Conn.	do.	Brass drill bits, 164 inch diameter, at 82 cents per pound, and brass box pins, 185 and 172 inch diameter, at 82 cents per pound.
The Beaver Soap Co.	Dayton, Ohio	do.	Grainger's Wonder soap, small size, 12 cakes to the case, at \$3.60 per case.
Darius E. Burton	Washington, D. C.	do.	Straight-Grain M. S. twist twills, No. 7, at 71 cents each; No. 30, at 41 cents each; No. 28, at 38, at 44 cents each; Nos. 37 and 40, at 4 cents each; Nos. 8 and 49, at 3 cents each; Nos. 54 and 56, at 24 cents each, and 11 inch, at 9 cents each; loops, at 78 cents per dozen; wire nails, 6d., at 34 cents per pound; 8d. and 10d., at 38 cents per pound.
The Burnet Co.	New York, N. Y.	do.	Incandescent bulbs, 32-candle, at 25 cents each, and 16-candle, at 16 cents each.

John Brower & Co.	do	do	American potash, first sorts, at 94 cents per pound.
M. Feigel & Bro	do	do	Cylinder oil, at 28 cents per gallon.
Thompson C. Gill & Co.	do	do	Muriatic acid, at 1 1/2 cents per pound; nitric acid, at 4 1/2 cents per pound, and sulphuric acid, at 1 1/2 cents per pound.
Thomas Garnar & Co.	New York, N. Y.	do	5-ounce oak-tanned leather, at 49 cents per pound.
Lewis Hopfenmaier	Washington, D. C.	do	Beeswax, at 31 cents per pound.
Hartford Machine Screw Co.	Hartford, Conn.	do	Case-hardened finished hexagon nuts, 1-inch, tapped 16 threads to inch, United States standard thread, at 35 cents per dozen.
E. F. Houghton & Co.	Philadelphia, Pa.	do	Machine oil, at 16 1/2 cents per gallon.
F. Colt Johnson	New York, N. Y.	do	Lacing cord, at 27 cents per pound, and Sea Island thread, at 65 cents per pound.
Kearney & Foot Co.	do	do	Grobet files, pillar, 6-inch, No. 1, at \$2.05 per dozen; narrow pillar, 6-inch, No. 0, at \$2.05 per dozen; extra narrow pillar, 4-inch, No. 00 and No. 1, at \$1.30 per dozen; taper 3-square, 4-inch, No. 0 and No. 2, at \$1.40 per dozen; 6-inch, No. 1, at \$2.10 per dozen; round, 4-inch, No. 0, at \$1 per dozen; half round, 3-inch, No. 1, at \$1.10 per dozen; 4-inch, No. 0, at \$1.40 per dozen; 6-inch, No. 00 and No. 0, at \$2.40 per dozen; square, 4-inch, No. 0, at \$1.05 per dozen; warding, 6-inch, No. 2, at \$2.25 per dozen, and Barrette, 4-inch, No. 1, at \$1.40 per dozen.
Edwin A. Landell, jr.	Philadelphia, Pa.	do	10-ounce oak-tanned leather, at 36 1/2 cents per pound.
James B. Lambie	Washington, D. C.	do	Stub's steel wire, in rods 3 feet long, Nos. 11 and 12, at 54 cents per pound; Nos. 21 and 23, at 61 cents per pound; No. 34, at 66 cents per pound; No. 45, at 76 cents per pound, and No. 56, at \$1.27 per pound. Kearney & Foot files, 8-inch, hand, second cut, at \$1.37 per dozen; 10-inch, hand, bastard, at \$1.62 per dozen; 6-inch, round, bastard, at 76 cents per dozen; 8-inch, round, bastard, at 94 cents per dozen, 8-inch, half round, bastard, at \$1.38 per dozen; 8-inch, crossing, bastard, at \$1.97 per dozen, and 6-inch, mill, smooth, at 97 cents per dozen. Square cold-punched nut blanks, 1/4 inch wide, at 5 cents per dozen; 3/8 inch wide, at 8 cents per dozen; 1/2 inch wide, at 10 cents per dozen, and 5/8 inch wide, at 15 cents per dozen. White cotton waste, at 61 cents per pound; sailmaker's needles, No. 13 (James Smith & Sons), at \$1.25 per 100; tacks, 24-ounce, at 15 cents per pound, and 8-ounce, at 10 cents per pound.
F. H. Lovell & Co.	New York, N. Y.	do	Brize shackle castings (81 to the pound), at 25 cents per pound.
The Manhattan Supply Co.	do	do	Sailmaker's needles, No. 16 1/2 (James Smith & Sons), at 98 cents per 100, and Sapo-10, at 80 cents per dozen cakes.
Mackall Bros.	Washington, D. C.	do	Borax crystals, at 34 cents per pound; vaseline, at 4 cents per bottle, and Alkely lubricating compound, at 11 cents per dozen boxes.
George F. Muth & Co.	do	do	Green dye, at 50 cents per gallon; turpentine, at 63 cents per gallon; yellow dye, at 50 cents per gallon; and Irish glue, at 15 cents per pound.
National Carbon Co.	Cleveland, Ohio.	do	Electric cart, \$7 for 250 cars and 100 short carboys.
The Naugatuck Malleable Iron Co.	Naugatuck, Conn.	do	Malleable-iron dog castings (32 to the pound), at 5 1/8 cents per pound; galvanized malleable-iron rings, 1 1/2 inches inside measurement, 10 1/2 to pound, at 71 cents per pound.
Reed & Prince Manufacturing Co.	Worcester, Mass.	do	Iron rivets, 1/4 inch long under head, 180 inch diameter, with head 1 1/2 inch diameter, at 6 cents per pound.
Rudolph, West & Co.	Washington, D. C.	do	Phosphor bronze spring wire, .015 by .072 inch, at 82 cents per pound; .025 by .072 inch, at 67 cents per pound; 10-inch shears, at \$5.48 per dozen; corn knives, at \$2.60 per dozen; pure tin, at 33 cents per pound, and solder (half and half), at 19 cents per pound.

N.—Statement of contracts for mail equipment made or in operation during fiscal year ended June 30, 1901—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price
<i>Contract term one year from July 1, 1900—Continued.</i>			
Standard Oil Co.	Washington, D. C.	Washington, D. C.	Paraffin oil, at 134 cents per gallon.
Stanley Works.	New Britain, Conn.	do	Iron burrs, No. 7, .045 inch thick, $\frac{1}{8}$ inch diameter, with hole .166 inch diameter, at 64 cents per pound; No. 8, .045 inch thick, $\frac{3}{16}$ inch diameter, with hole .166 inch diameter, at 64 cents per pound; No. 9, .045 inch thick, $\frac{1}{4}$ inch diameter, with hole .166 inch diameter, at 64 cents per pound.
Superior Steel Co.	Carnegie, Pa.	do	Cold-rolled steel, .049 by 6 by 120 inches, .040 by 34 by 120 inches, .056 by 34 by 120 inches, .040 by 44 by 120 inches, .025 by 144 inches in coils, and .045 by 34 by 120 inches, at 64 cents per pound.
Taunton Rivet Co.	Taunton, Mass.	do	Rivets, No. 5, $\frac{3}{16}$ inch long under head, No. 3, $\frac{1}{2}$ inch diameter, with head $\frac{1}{2}$ inch diameter, at 64 cents per pound; No. 3, $\frac{1}{2}$ inch long under head, No. 3, $\frac{1}{2}$ inch diameter, with head $\frac{1}{2}$ inch diameter, at 64 cents per pound; No. 3, $\frac{1}{2}$ inch long under head, No. 3, $\frac{1}{2}$ inch diameter, with head $\frac{1}{2}$ inch diameter, at 64 cents per pound.
Judson L. Thomson Manufacturing Co.	Waltham, Mass.	do	Bifurcated copper rivets, $\frac{3}{16}$ inch, at 50 cents per pound; $\frac{1}{8}$ inch, at 38 cents per pound; $\frac{1}{4}$ inch, at 33 cents per pound.
Thomson Chemical Co.	Baltimore, Md.	do	Salt soda crystals, at 1 cent per pound.
Universal Supply Co.	New York, N. Y.	do	Sailmaker's twine, at 18 cents per pound, and linen thread, at 20 cents per pound.
Benjamin Waynes.	Ashgrove, Va.	do	Charcoal, at 30 cents per barrel of 24 bushels.
The Allegheny Co.	Washington, D. C.	do	Furnace coal, at \$4.50 per ton, and white-ash stove coal, at \$4.90 per ton.
Charles C. Smithson.	do	do	Bituminous coal, at \$3.23 per ton.
American Ice Co.	do	do	Pine wood, at \$1.75 per cord.
James S. Cotton.	do	do	Ice, at 21 cents per 100 pounds.
John C. Parker.	do	do	Laundry, 31 cents per 100 towels. ¹
Lewis Hopfenmaier.	do	do	Tollet paper, at 64 cents per roll. ¹
W. B. O'Connor.	Baltimore, Md.	do	Condemned lute, at 71 cents per 100 pounds; condemned clean canvas, at \$2.43 per 100 pounds; condemned string, at 58 cents per 100 pounds. ¹
<i>Contract term one year from July 1, 1901.</i>			Scrap leather, at \$4.32 per 100 pounds; condemned tute heads with rings, at 804 cents per 100 pounds. ¹
American Steel and Wire Co.	Worcester, Mass.	Washington, D. C.	Best charcoal iron wire, .125 to .220 inch diameter, at 41 cents per pound.
The Beaver Soap Co.	Dayton, Ohio.	do	Grandpa's Wonder soap, small size, at \$3.60 per case of 100 cakes.
S. Bensinger & Co.	Washington, D. C.	do	Pure zinc, at 64 cents per pound.
R. P. Clarke Co.	do	do	Sailmakers' needles (James Smith & Sons), size No. 15, at \$1 per 100; size No. 13, at \$1.25 per 100; sapollo, at 80 cents per dozen cakes; tollet paper, at \$4.50 per case of 100 rolls.
Cobb & Drew.	Plymouth, Mass.	do	Iron burrs, No. 7, .045 inch thick, $\frac{1}{8}$ inch diameter, with hole .166 inch diameter, and No. 8, .045 inch thick, $\frac{3}{16}$ inch diameter, with hole .166 inch diameter, at 64 cents per pound.
Wm. Wirt Clarke & Son.	Baltimore, Md.	do	Galvanized malleable-iron rings, 14 inches diameter, inside measurement (104 to the pound), at 74 cents per pound.

John B. Dalsh	Washington, D. C.	do	Sawdust, very coarse, 50 pounds to the barrel, at 40 cents per barrel.
John B. Espey	do	do	Albany lubricating compound, at 10¢ cents per pound; sandstones, at 84 cents per dozen; rainbow sheet rubber, at 50 cents per pound; Balder, Adamson & Co.'s twilled emery cloth, No. 80, No. 120, and flour, at 21 cents per dozen sheets; wire nails, 6, 8, and 10 penny, at 3 cents per pound.
U. T. Hungerford Brass and Copper Co.	New York, N. Y.	do	Phosphor-bronze spring wire, size .015 by .072 inch, at 76 cents per pound; size .024 by .073 inch, at 63 cents per pound; size .032 by .047 inch, at 58 cents per pound.
E. F. Houghton & Co.	Philadelphia, Pa.	do	Machine oil, at 15¢ cents per gallon.
Lewis Hopfenmaier	Washington, D. C.	do	Pecanewal, at 30 cents per pound.
F. Colt Johnson	New York, N. Y.	do	Lacing cord, at 25½ cents per pound, and Sea Island thread, at 58 cents per pound.
James B. Lambie	Washington, D. C.	do	Grobet files, pillar, 6-inch, No. 1, and hand, 6-inch No. 00, at \$2.54 per dozen; narrow pillar, 4-inch, No. 2, and crossing, 6-inch, No. 00, at \$1.74 per dozen; half-round, 6-inch, No. 0 and No. 00, at \$1.36 per dozen; Nicholson files, 5-inch No. 2 Warding, .008 inch thick, at \$3.74 per dozen; Kearney & Foot files, 10-inch, hand bastard, at \$1.80 per dozen, and 8-inch, taper corner bastard, at \$1.70 per dozen; copper rivets and burrs, No. 7, 4-inch, 4-inch, and 1-inch, at 25 cents per pound; emery, No. 30, at 4 cents per pound.
E. A. Landell, jr.	Philadelphia, Pa.	do	5-ounce leather, at 45 cents per pound, and 10-ounce leather, at 36¢ cents per pound.
Mackall Bros.	Washington, D. C.	do	American potash, first sorts, at 6¢ cents per pound; borax crystals, at 8¢ cents per pound.
George F. Muth & Co.	do	do	Glycerine at 14 cents per gallon; paraffin oil, at 13¢ cents per gallon; kerosene oil, at 12 cents per gallon; cylinder oil, at 22 cents per gallon; turpentine, at 48¢ cents per gallon; Japan primer, at 45 cents per gallon, and French sash tools, No. 2, at 50 cents per dozen.
J. P. Nawrath	New York, N. Y.	do	Sailmaker's twine, at 17 cents per pound, and white cotton waste, at 6¢ cents per pound.
National Carbon Co.	Cleveland, Ohio	do	Long and short electric carbons, \$7 for \$75 each.
Naugatuck Malleable Iron Co.	Naugatuck, Conn.	do	Malleable-iron dog castings at 5½ cents per pound, and malleable-iron shackles castings at 5 cents per pound.
National Electrical Supply Co.	Washington, D. C.	do	32-c. incandescent bulbs, at 27 cents each; 16-c. incandescent bulbs, at 17 cents each.
C. S. Osborne & Co.	Newark, N. J.	do	Single-tube spring punches, No. 4, at \$7.35 per dozen.
Rudolph, West & Co.	Washington, D. C.	do	Ten-inch shears, at \$5.25 per dozen; corn knives at \$2.60 per dozen; small knives, at \$1.40 per dozen; pure tin, at 30 cents per pound; Moran's round steel-belt couplings, 1 inch, at 45 cents per dozen; and size 1 inch, at 40 cents per dozen; solder, half and half, at 17 cents per pound; 2½-ounce tacks, at 14¢ cents per pound, and 8-ounce tacks, at 9¢ cents per pound.
Superior Steel Co.	Carnegie, Pa.	do	Cold-rolled steel sizes .020 by 1½ by 120 inches and .025 by 1½ by 120 inches at .083 by 1½ by 120 inches, and .020 by 3¼ by 120 inches, at 4 cents per pound; size .040 by 1½ by 120 inches, at 34 cents per pound; sizes .040 by 1½ by 120 inches, .040 by 2 by 120 inches, .040 by 3¼ by 120 inches, and .056 by 3¼ by 120 inches, .045 by 2½ by 120 inches, .049 by 4 by 120 inches, and .056 by 3¼ by 120 inches, at 34 cents per pound; size .089 by 4½ by 120 inches, at 3 cents per pound.

¹ At Department contract price.

N.—Statement of contracts for mail equipment made or in operation during fiscal year ended June 30, 1901—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term one year from July 1, 1901—Continued.</i>			
Thomson Chemical Co.	Baltimore, Md.	Washington, D. C.	Silica crystals by the barrel, at 65 cents per 100 pounds; by the keg of 150 pounds, at 75 cents per 100 pounds; by the keg of 100 pounds, at 80 cents per 100 pounds; by the box of 50 or 60 pounds, at 95 cents per 100 pounds.
Judson L. Thomson Mfg. Co.	Waltham, Mass.	do.	Bifurcated coppered rivets, size $\frac{3}{16}$ inch, at 50 cents per pound; size $\frac{1}{4}$ inch at 38 cents per pound; and size $\frac{5}{16}$ inch at 33 cents per pound.
Benjamin Waynes.	Ashgrove, Va.	do.	Charcoal, at 30 cents per barrel, 24 bushels to the barrel.
Taunton Rivet Co.	Taunton, Mass.	do.	Iron rivets, No. 5, $\frac{3}{16}$ inch long under head, .158 inch diameter, with head $\frac{1}{4}$ inch diameter, at 41 cents per pound; No. 3 rivets $\frac{1}{4}$ inch long under head, .168 inch diameter, with head $\frac{1}{4}$ inch diameter, at 41 cents per pound; No. 4 rivets $\frac{1}{2}$ inch long under head, .158 inch diameter, with head $\frac{1}{4}$ inch diameter, at 41 cents per pound.
Johnson Bros. ¹	Washington, D. C.	do.	Furnace coal, at \$4.75 per ton, and pine wood, at \$3.50 per cord.
W. J. Zeh ¹	do.	do.	Bituminous coal, at \$2.88 per ton.
The Allegheny Co. ¹	do.	do.	White-ash stove coal, at \$3.35 per ton.
Henry Muller ¹	Baltimore, Md.	do.	Corn brooms, at \$2.48 per dozen.
James S. Cotton ¹	Washington, D. C.	do.	Laundry, at 33 cents per 100 towels.
S. Bensinger & Co.	do.	do.	Condemned jute, at 69 cents 100 pounds; jute heads with rings, at 41 cents per 100 pounds.
Lewis Hopfenmaier	do.	do.	Condemned canvas, at \$2.44 per 100 pounds; condemned string, at 59 cents per 100 pounds.
Hans Rees Sons.	New York, N. Y.	do.	Condemned scrap leather, at \$4.85 per 100 pounds.
Woodward & Lothrop ¹	Washington, D. C.	do.	Mop handles, at \$1.12 per dozen; scrub brushes, at \$1.38 per dozen.
Rudolph, West & Co. ¹	do.	do.	Mops, at \$3.75 per dozen.
Blum Bros. ¹	do.	do.	Whisk brooms, at \$1.74 per dozen.

¹At Department contract price.

O.—Itemized statement of the number, prices, and cost of all mail bags, and also the cost of wages, cotton canvas, etc., paid for during the fiscal year ended June 30, 1901, out of the appropriation for mail bags, etc.

Articles purchased.	Size.	Number.	Price.	Itemized cost.	Aggregate cost.
Mail pouches, sacks, etc.:					
Canvas pouches with leather bottoms and soft heads	No. 2	4,150	\$2.3544	\$9,770.76	
Do	No. 3	6,208	1.97	12,229.76	
Do	No. 4	5,191	1.6211	8,415.13	
Canvas pouches with leather bottoms (Class B)	No. 5	925	1.3121	1,213.69	\$31,629.34
Mail catcher pouches		7,000	1.4382		10,032.40
Sacks for second, third, and fourth class matter	No. 1	122,906	.5996	73,682.14	
Do	No. 2	20,000	.4774	9,548.00	83,230.14
Foreign registered sacks	No. 0	53	.67	35.51	
Do	No. 1	80	.354	28.60	
Do	No. 2	100	.17	17.00	
Do	No. 3	102	.11	11.22	92.38
Stitching two rows diagonally across lower corners of No. 1 sacks		5,300	.004		26.50
Charcoal iron wire for staples		2,485			111.83
Canvas for making new equipment		28,436			6,009.64
Brass for grommets, etc					638.93
Steel for cord fasteners and label cases, pounds		45,800			1,937.37
Leather for new equipment		11,5884			4,789.57
Malleable iron dogs for cord fasteners					374.74
Link castings for soft head pouches					135.96
Ice		58,955			123.79
Laundry					29.79
Repairing pouches, sacks, etc.:					
Paid for labor					119,870.47
Repairs paid for by postmasters and allowed by this office					85.35
Canvas for repairing		13,3504			2,723.21
Leather for repairing		1,723			635.79
Cord, thread, and twine					4,797.86
Beeswax					155.00
Rivets and burrs					763.59
Galvanized iron round rings					315.36
Traveling expenses and inspection for shop					137.85
Miscellaneous expenses for tools, stock, etc., used in repair shop					665.99
Total					269,312.84
Unexpended balance					5,687.16
Appropriation					275,000.00

RECAPITULATION.

Total number of bags purchased, 166,715, at a cost of	\$124,984.21
Canvas and leather for new equipment	10,799.21
Brass for grommets, etc.	638.93
Extra stitching on sacks	26.50
Malleable iron dogs and steel for cord fasteners and charcoal iron wire for staples	2,423.98
Link castings for soft head pouches	135.96
Ice and laundry	153.58
Labor and material for repairs	130,150.47
Total	269,312.84

P.—Statement of expenditures out of the appropriation for mail locks and keys, chains, tools, and machinery, and for labor and material for repairing same during the fiscal year ended June 30, 1901.

Articles.	Itemized cost.	Aggregate cost.
Labor		\$34,995.95
Brass	\$335.11	
Castings	533.29	
Steel	12.27	
Wire, brass, steel, phosphor bronze, and charcoal iron	1,383.32	
Waste	23.44	
Acid	94.20	
Tin	381.15	
Pyralin disks for rotary locks (10,000)	450.00	3,212.78
Railway Mail Service badges (800)		200.00
Rotary locks (1,000)		1,400.00
Short safety key chains (4,039)		222.14
Royalty on 211 "I B" locks (25 cents each)		52.75
Laundry		7.76
Lumber		15.66
Miscellaneous expense for tools, stock, etc.		344.60
Total		40,451.64
Unexpended balance of appropriation		2,548.36
Appropriation		43,000.00

Q.—Statement of expenditures out of the appropriation for rent of building for mail-bag and mail-lock repair shops, and for fuel, gas, watchmen and charwoman, oil, and repair of machinery for said shops during the fiscal year ended June 30, 1901.

Items.	Cost.
Rent of building for mail-bag and mail-lock repair shops	\$5,000.00
Rent of blacksmith shop	96.00
Wages paid charwoman	240.00
Repair of machinery	820.67
Repairing engine and relining furnace	196.11
Coal (409 tons)	1,848.98
Wood	9.50
Charcoal (100 barrels)	30.00
Oil (540 gallons)	104.65
Gas	418.00
Total	8,263.86
Unexpended balance of appropriation	226.14
Appropriation	8,500.00

R.—Comparative statement of the number of mail pouches and sacks purchased, made, repaired, and condemned during fiscal years 1899-1900 and 1900-1901.

Articles.	1899-1900.					1900-1901.				
	Purchased.	Made at shop.	Repaired.	Total.	Condemned.	Purchased.	Made at shop.	Repaired.	Total.	Condemned.
Pouches:										
No. 2	10,900	202	61,317	72,419	7,436	4,150	288	59,912	64,350	9,396
No. 3	8,060	110	40,006	48,166	6,830	6,208	291	37,399	43,898	8,393
No. 4	5,000	66	26,699	31,765	3,676	5,191	124	22,167	27,482	6,118
No. 5	2,500	500	6,139	9,139	1,964	925	8,190	3,292	12,407	1,650
Through registered pouches:										
No. 1		200	2,182	2,382	73		204	982	1,186	68
No. 2		300	2,538	2,838	164		212	2,484	2,696	162
No. 3			215	215	11		1	41	42	8
Catcher pouches	6,000		86,949	92,949	4,816	7,000	16	96,940	103,955	5,611
Horse mail bags:										
No. 1		836	900	1,736	1,085		715	1,174	1,889	965
No. 2		328	204	532	310		517	811	828	260
No. 3			151	151	258			215	215	192
Sacks for second, third, and fourth class matter:										
No. 1	\$108,302	200	1,085,817	1,185,319	73,400	122,906	526	1,081,235	1,204,667	10,617
No. 2	\$27,000	40	84,818	111,968	12,652	20,000	526	105,589	126,115	4,582
No. 3	4,000	76	20,643	24,716	655		335	18,250	18,585	1,215
Foreign registered sacks:										
No. 0	200		143	343	16	58	200	245	498	37
No. 1			266	266	94	80	206	181	466	84
No. 2	800		175	975	63	100		35	135	20
No. 3	200		178	378	11	102		5	107	6
Foreign canvas sacks:										
No. 0	1,200		469	1,669	10		27	425	452	12
No. 1	2,300		5,740	8,040	166		27	4,856	4,883	170
No. 2	2,500		1,491	3,991	31		27	1,514	1,541	31
No. 3			2,300	2,300	231		59	1,957	2,016	142
Inner registered sacks:										
No. 2	600		1,548	2,148	433		485	1,917	2,402	785
No. 3	\$690	67	463	1,220	239		285	352	637	393
No. 4	300		68	368	172			29	29	133
Sea island sacks			367	367	71		403	413	816	29
Coin sacks	5,990			5,990			600		600	
Special pouches for letter boxes			80	80				66	66	23
State Department pouches		6	31	37			14	23	37	
Knapesack pouches		2	8	5			2	2	4	1
R. M. S. waste sacks	3,996		2,120	6,116	1,226			434	434	972
Special R. M. S. canvas sacks		502		502				407	407	78
Special Alaska sacks		40	41	81				2	2	
Special Alaska pouches		106		106						
Special "3 A" Army pouches		41	52	93			2	4	6	
"Queen Bee" pouches							1		1	
Pneumatic tube pouches							2		2	
Carrier satchels		40		40						
State Department label holders							72		72	
State Department straps							72		72	
Special Third avenue pouches								48	48	
Total	\$179,588	9,661	1,384,208	1,573,370	116,043	166,715	14,427	1,442,904	1,624,048	52,092

¹Soft head No. 5 "C" pouches.

²Exclusive of the following articles furnished by the Cuban and Porto Rican postal service, respectively, to replace equipment supplied from our stock for the use of these islands: 1,564 No. 2 sacks by Cuba, and 1,698 No. 1 sacks by Porto Rico.

³590 of these were short length marked No. 34.

S.—Itemized statement of the quantity of work done at the mail lock repair shop, Washington, D. C., during the fiscal year ended June 30, 1901, compared with the quantity of work done during the previous fiscal year.

Articles.	1900.	1901.
Eagle mail locks made	11,606	20,557
Eagle mail locks repaired	95,490	87,015
Letter-box padlocks made (old style)	12,963	19,316
Letter-box padlocks repaired (old style)	4,917	4,629
Inside letter-box locks repaired (old style)	2,862	3,470
Inside letter-box locks, "I. B." repaired	416	801
Inside letter-box locks, "I. B." made	117	128
Inside letter-box locks, "Arrow," made	102	27
Inside letter-box locks, "Arrow," repaired	1	1
Rotary registered mail locks repaired	4,747	3,996
Rotary registered mail locks made over	300	837
Star route registered locks repaired	89	200
Letter-box padlocks made (new style)	182	1,240
Letter-box padlocks repaired (new style)	522	524
Special mail locks made	12	40
Special mail locks repaired	6	20
Eagle mail-lock keys made	3,703	4,589
Letter-box padlock keys made (old style)	2,850	7,399
Letter-box padlock keys made (new style)	61	446
Special mail-lock keys made	5	27
Inside letter-box lock keys made (old style)	760	415
Inside letter-box lock keys made, "I. B."	134	224
Inside letter-box lock keys made, "Arrow"	40	10
Rotary registered mail-lock keys	1	200
Mail-bag cord fasteners made	102,154	146,783
Mail-bag cord fasteners repaired	204,789	132,965
Grommets made (107,704 tubes, 104,230 rings.) (1901, complete)	147,121	104,230
Label cases made (brass and steel)	32,330	27,227
Old style iron label cases issued		13,030
Circular label holders made (complete)		18,547
Mail-pouch clips (brass and steel)	71,689	53,118
Staples made (brass and steel)	pounds 1,361	2,090
Burrs made (brass and steel)	do 342	284
Burrs tinned	do	372
Double burrs made (brass and steel)	do 1,182	1,341
"D" rings made	do 119	58
Cock eyes made (iron and brass)	do 703	51
Rivets made (steel and brass)	do 166	132
Rivets tinned	do	483
Fasteners for soft-head pouches made	1,269	26,313
Fasteners for soft-head pouches repaired		11
Cord clamps made	14,043	139,500
Leather double burrs made	7,852	4,801
Key chains dipped and repaired	60	428
Clamps for inner registered sacks made over	pairs	246
Scales repaired, 8-ounce		3,266
Scales repaired, 4-pound		436
Scales repaired, 60-pound		5
Scales repaired, 240-pound		10
Scales repaired, 1,400-pound		1
Equipment furnished the Cuban mail service:		
International registry locks made over		2
"HH" street letter-box locks made	200	250
Rotary registered locks repaired		19
"Star" mail locks repaired	27	8
International registry lock keys made		2
"HH" street letter-box lock keys made	200	100
Pouch label cases made (brass)		16
"Star" locks made	451	
Rotary registered locks made over	60	
Special keys made	2	
Equipment furnished Philippine Islands mail service:		
Pouch locks made	150	150
Pouch lock keys made	80	
Pouch label cases made (tinned)	73	110
Sack label cases made (tinned)	327	250
Equipment furnished Porto Rican mail service:		
Pouch locks repaired		8
Pouch lock keys made		102
Pouch label cases made	237	
Sack label cases made (tinned)		179
Cord fasteners made	252	
Equipment furnished the Hawaiian mail service:		
Rotary registered locks made over	25	
Pouch locks made (tinned)		1,000
Brass padlocks made over	25	10
Rotary registered lock keys made	5	12
Pouch lock keys made	100	3
Brass padlock keys made	5	6
Pouch label cases made (tinned)	450	225
Cord fasteners made (tinned)	600	400

T.—Table showing (in round numbers), for each of the past twenty-five years, (1) the number of post-offices; (2) appropriations for mail bags; (3) amount expended (including repairs) for mail bags; (4) cost of repairs of mail bags; (5) number of all kinds of bags bought; (6) number of postal clerks; (7) number of packages of letters handled by railway postal clerks; (8) number of sacks handled by railway postal clerks; (9) registered packages, pouches, and cases handled by railway postal clerks; (10) number of mail routes; (11) total length of mail routes; (12) number of miles of transportation of mails.

Fiscal year.	Number post-offices first of fiscal year.	Appropriation for mail bags, etc.	Amount expended (including repairs).	Cost of repairs of bags.	Total number bags bought.	Number postal clerks.	Total number of packages and letters handled by railway postal clerks.	Number sacks of second, third, and fourth class matter handled by railway postal clerks.	Registered packages, pouches, and cases handled by railway clerks.	Total number of mail routes.	Total length of mail routes, miles.	Total number of miles of transportation of mails.
1877	86,833	\$175,000	\$165,641	\$87,389	98,700	2,560	28,005,000	1,900,000	1,074,000	9,334	292,920	147,333,000
1878	87,945	200,000	140,276	84,469	78,798	2,608	33,005,000	4,072,000	9,250,000	9,917	301,966	157,185,000
1879	89,258	185,000	170,276	37,613	104,021	2,609	38,980,000	4,898,000	10,396,000	10,393	316,711	167,432,000
1880	90,878	185,000	146,601	42,191	68,814	2,946	41,982,000	6,528,000	11,708,000	11,112	334,888	178,237,000
1881	43,012	185,000	183,929	49,918	100,308	3,177	45,100,000	6,995,000	12,029,000	11,592	344,006	188,125,000
1882	44,512	200,000	198,380	51,156	102,500	3,570	63,890,000	8,528,000	14,804,000	12,595	343,618	194,902,000
1883	46,231	200,000	199,499	45,212	130,000	3,856	62,139,000	9,973,000	16,235,000	12,963	353,166	211,260,000
1884	47,863	220,000	217,258	46,129	129,800	3,963	69,896,000	11,494,000	17,036,000	13,419	369,580	227,533,000
1885	50,017	250,000	245,946	46,188	175,680	4,387	76,449,000	12,478,000	16,614,000	14,208	396,251	238,479,000
1886	51,262	275,000	269,138	46,464	221,662	4,573	82,587,000	13,905,000	16,323,000	22,799	397,296	258,798,000
1887	53,614	260,000	256,392	50,138	185,500	4,861	90,267,000	14,908,000	16,994,000	23,762	392,874	270,173,000
1888	55,157	275,000	247,080	64,067	196,300	5,094	96,773,000	17,319,000	16,904,000	24,869	403,976	287,251,000
1889	57,376	285,000	277,316	67,316	119,785	5,448	102,714,000	19,450,000	17,001,000	25,661	416,159	310,902,000
1890	60,999	225,000	222,857	84,915	156,331	5,836	111,514,000	21,932,000	17,715,000	27,105	427,991	327,409,000
1891	62,401	275,000	274,783	96,600	183,440	6,032	121,152,301	24,935,187	17,862,473	28,252	439,027	346,268,446
1892	67,113	260,000	259,928	100,898	183,440	6,417	127,861,966	27,613,158	18,176,685	29,842	449,991	363,087,086
1893	68,403	260,000	260,962	107,962	204,866	6,645	131,981,928	29,602,668	18,236,286	30,831	453,833	381,499,066
1894	69,940	260,000	259,997	128,781	196,968	6,856	138,186,256	30,842,976	16,283,586	31,997	454,746	396,899,866
1895	70,064	270,000	269,784	128,781	196,968	7,046	141,420,641	32,160,376	16,077,727	31,967	466,026	402,608,033
1896	70,360	270,000	269,827	128,806	196,167	7,408	141,420,641	32,160,376	16,446,170	32,112	470,313	409,388,454
1897	71,022	246,000	241,858	122,806	196,167	7,573	151,394,542	36,745,140	16,236,663	32,491	470,032	420,860,473
1898	73,570	230,000	219,043	128,412	188,909	7,999	161,741,555	39,175,026	16,924,866	33,798	480,462	434,532,932
1899	75,000	275,000	274,642	118,909	177,960	8,388	177,960,371	41,537,121	16,924,866	34,968	486,949	445,744,445
1900	76,088	275,000	274,800	119,954	184,079	8,794	184,079,794	42,862,732	19,228,486	35,303	500,801	469,261,773
1901	76,945	275,000	269,312	130,130	181,142	8,978	190,290,546	46,797,560	21,284,883	35,316	511,806	466,146,069

¹ Including those made at the mail-bag repair shop.

² Exclusive of the following articles, furnished by the Cuban postal administration to replace equipment supplied from our stock for the use of the Cuban postal service immediately after military occupation of the island: 1,034 No. 2 Class B pouches; 900 No. 0 and 1,000 No. 1 foreign registered sacks.

³ Exclusive of the following articles, furnished by the Cuban and Porto Rican postal services, respectively, to replace equipment supplied from our stock for the use of these islands: 1,564 No. 2 sacks furnished by Cuba, and 1,698 No. 1 sacks furnished by Porto Rico.

U.—Statement of work done in the mail-bag repair shop and mail-bag storehouse during fiscal year ended June 30, 1901.

MAIL-BAG STOREHOUSE.

	On hand July 1, 1900.	Received from sundry sources.	Received from repair shop.	Total.	Shipped during the year.	Balance on hand July 1, 1901.
Pouches:						
No. 2	3,310	43,966	60,200	107,476	107,811	165
No. 3	194	33,452	37,690	71,336	71,152	184
No. 4	270	18,722	22,291	41,283	38,622	2,661
No. 5	1,849	6,414	11,482	19,745	19,068	687
Through registered pouches:						
No. 1	979	228	1,186	2,393	2,392	1
No. 2	576	385	2,696	3,657	3,630	27
No. 3	881	13	42	936	66	870
Catcher pouches	1,378	20,944	96,956	119,277	119,235	42
Horse mail bags:						
No. 1	81	138	1,889	2,058	2,056	2
No. 2	58	182	828	1,068	1,066	2
No. 3		77	215	292	292	
Sacks for second, third, and fourth class matter:						
No. 1	16,835	1,189,360	1,081,761	2,287,956	2,285,268	2,688
No. 2	10,476	188,676	106,115	305,267	288,715	16,552
No. 3	4,991	39,593	18,585	63,169	63,001	168
Sea-land sacks	2,483	2,075	816	5,374	4,066	1,308
United States foreign register sacks:						
No. 0	518	326	445	1,289	1,142	147
No. 1	14	168	386	568	498	70
No. 2	1,998	480	35	2,493	1,135	1,358
No. 3	2,207	306	6	2,517	160	2,357
United States foreign canvas sacks:						
No. 0	1,384	65	452	1,901	391	1,510
No. 1	2,025	567	4,883	7,466	6,003	1,462
No. 2	4,988	1,254	1,541	7,783	3,496	4,287
No. 3	3,118	567	2,016	5,691	2,884	2,807
Domestic inner register sacks:						
No. 2	1,268	112	2,402	3,782	3,586	196
No. 3	725	64	637	1,426	959	467
No. 4	983		29	1,012	151	861
Railway Mail Service waste sacks	3,046	268	434	3,748	3,748	
Coin sacks	2,990		600	3,590	3,590	
Knapsack pouches	3		4	7	6	1
Special "3 A" pouches	129		6	135	43	92
Special Alaska pouches	21			21	21	
Special Alaska sacks	110		2	112		112
Special Railway Mail Service canvas sacks	449	144	407	1,000	564	436
Pneumatic-tube pouches			2	2	2	
Special letter-box pouches			66	66	66	
State Department pouches			37	37	37	
Special Third Avenue pouches			48	48	48	
"Queen bee" pouches			1	1	1	
Leather label cases			72	72	72	
Leather straps			72	72	72	

U.—Statement of work done in the mail-bag repair shop and mail-bag storehouse during fiscal year ended June 30, 1901—Continued.

MAIL-BAG REPAIR SHOP.

	On hand July 1, 1900.	Received during the year.	Total.	Repaired during the year.	Made during the year.	Con-demned during the year.	Total.	Balance on hand July 1, 1901.
Pouches:								
No. 2.....	142	69,873	70,015	50,912	288	9,395	69,595	420
No. 3.....	54	46,938	46,992	37,399	291	8,393	46,068	909
No. 4.....	67	29,744	29,811	22,167	124	6,118	28,409	1,402
No. 5.....	57	14,086	14,143	3,292	18,190	1,660	13,132	1,011
Through registered pouches:								
No. 1.....	41	2,229	2,270	982	204	68	1,254	1,016
No. 2.....	83	3,036	3,119	2,484	212	162	2,858	261
No. 3.....	2	76	78	41	1	8	50	28
Catcher pouches.....	167	103,454	103,621	96,940	15	5,611	102,566	1,055
Horse mail bags:								
No. 1.....	81	2,792	2,873	1,174	715	955	2,844	29
No. 2.....	11	1,081	1,092	311	517	260	1,088	4
No. 3.....	1	407	406	215	.....	192	407	1
Sacks for second, third, and fourth class matter:								
No. 1.....	1,982	1,096,164	1,098,146	1,061,235	526	10,617	1,092,378	5,768
No. 2.....	515	110,333	110,848	105,599	526	4,582	110,697	151
No. 3.....	420	19,432	19,852	18,250	395	1,215	19,800	52
Sea-island sacks.....	66	782	848	413	403	29	845	3
United States foreign register sacks:								
No. 0.....	.....	489	489	245	200	37	482	7
No. 1.....	.....	424	424	181	205	34	420	4
No. 2.....	.....	57	57	35	.....	20	55	2
No. 3.....	.....	11	11	5	.....	6	11	.....
United States foreign canvas sacks:								
No. 0.....	2	462	464	425	27	12	464	.....
No. 1.....	19	5,053	5,082	4,856	27	170	5,053	29
No. 2.....	10	1,579	1,589	1,514	27	31	1,572	17
No. 3.....	41	2,123	2,164	1,957	59	142	2,158	6
Domestic inner register sacks:								
No. 2.....	58	3,183	3,241	1,917	485	785	3,187	54
No. 3.....	12	1,021	1,033	852	285	393	1,030	3
No. 4.....	2	160	162	29	.....	133	162	.....
Railway Mail Service waste sacks.....	38	1,368	1,406	484	.....	972	1,406	.....
Coin sacks.....	.....	600	600	.....	600	.....	600	.....
Knapsack pouches.....	.....	5	5	2	2	1	5	.....
Special "3 A" pouches.....	.....	6	6	4	2	.....	6	.....
Special Alaska sacks.....	.....	2	2	2	.....	.....	2	.....
Special Railway Mail Service canvas sacks.....	.....	501	501	407	.....	78	485	16
Pneumatic-tube pouches.....	.....	2	2	.....	2	.....	2	.....
Special letter-box pouches.....	.....	89	89	66	.....	23	89	.....
State Department pouches.....	.....	37	37	23	14	.....	37	.....
Special Third Avenue pouches.....	.....	48	48	48	.....	.....	48	.....
"Queen bee" pouches.....	.....	1	1	.....	1	.....	1	.....
Leather label cases.....	.....	72	72	.....	.....	.....	72	.....
Leather straps.....	.....	72	72	.....	72	.....	72	.....

¹Soft head "C" pouches.

V.—*Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last twelve fiscal years.*

	Carrier satchels.	Pouches.					Through registered pouches.		
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
June 30, 1890:									
Repaired		322	24,382	28,829	17,290	5,843	1,575	1,162	421
Condemned		16	96	221	216	210	165	172	115
June 30, 1891:									
Repaired		283	28,120	24,664	18,362	6,672	1,080	569	146
Condemned		8	53	97	92	67	166	139	30
June 30, 1892:									
Repaired	644	50	29,303	27,657	20,155	7,465	1,074	1,115	347
Condemned		3	68	72	63	28	97	141	63
June 30, 1893:									
Repaired		5	36,642	32,608	23,057	9,132	928	636	13
Condemned		1705	126	116	109	27			
June 30, 1894:									
Repaired			51,704	44,467	31,389	13,413	1,216	1,902	520
Condemned	(¹)	25	565	525	405	238		1	15
June 30, 1895:									
Repaired			44,988	42,870	29,204	11,127	581	1,293	142
Condemned			1,763	1,782	1,384	670			
June 30, 1896:									
Repaired			47,230	42,968	27,527	11,398	1,349	1,435	253
Condemned			2,581	3,133	2,497	1,206	7	15	9
June 30, 1897:									
Repaired			49,757	44,821	29,529	10,501	1,063	1,576	318
Condemned			1,118	1,018	1,006	392		1	1
June 30, 1898:									
Repaired			56,409	44,698	26,607	7,672	1,588	1,817	95
Condemned			8,374	7,302	5,117	3,094	184	259	74
June 30, 1899:									
Repaired			62,409	42,241	27,270	5,786	469	1,016	5
Condemned			5,701	5,776	3,298	1,829	57	117	
June 30, 1900:									
Repaired			61,817	40,006	26,699	6,139	2,182	2,583	215
Condemned			7,436	6,830	3,676	1,964	78	164	11
June 30, 1901:									
Repaired			59,912	37,399	22,167	3,292	982	2,484	41
Condemned			9,395	8,393	6,118	1,650	68	162	8

¹ Condemned and made over into No. 2 pouches.
² 220 carrier satchels and miscellaneous sacks.

V.—*Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last twelve fiscal years—Continued.*

	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth class matter.			United States foreign registered sacks.			
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
June 30, 1890:											
Repaired	16,026	870	718	334	651,587	49,375	12,721				500
Condemned	2,509	535	298	98	42,540	1,882					
June 30, 1891:											
Repaired	19,059	684	505	242	1,071,220	42,900	4,483				
Condemned	2,719	490	326	115	32,028	599	28				
June 30, 1892:											
Repaired	28,364	479	356	1409	1,062,898	56,977	6,752	34	255	114	28
Condemned	1,443	517	219	50	140,468	283	175	10	65	35	32
June 30, 1893:											
Repaired	38,221	363	267	* 315	1,015,854	70,967	10,972			52	
Condemned	332	351	289	116	55,938	618	71			17	
June 30, 1894:											
Repaired	45,984	536	479	257	1,042,348	86,462	6,686	94	295	61	20
Condemned	36	759	527	183	72,814	785	571	1	8	20	23
June 30, 1895:											
Repaired	49,183	669	253	255	1,224,098	91,462	4,767	40	74	29	7
Condemned		696	515	243	85,320	1,648	291		6	2	4
June 30, 1896:											
Repaired	51,776	913	212	166	1,370,077	65,200	10,064	96	253	158	20
Condemned	5,239	587	348	208	159,172	6,991	238	12	100	10	2
June 30, 1897:											
Repaired	69,801	1,126	438	280	1,166,296	70,276	7,104	215	341	165	63
Condemned	2,907	410	189	98	95,788	6,317	812	21	8	9	5
June 30, 1898:											
Repaired	63,778	1,329	302	213	935,790	83,944	19,389	146	309	122	19
Condemned	9,826	1,216	317	269	148,609	12,780	302	40	55	29	19
June 30, 1899:											
Repaired	71,027	806	298	189	999,037	95,854	23,750	75	211	118	41
Condemned	8,928	1,355	331	282	97,678	9,805	746	35	82	9	4
June 30, 1900:											
Repaired	86,949	900	204	151	1,035,817	84,918	20,643	143	266	175	178
Condemned	4,816	1,035	310	258	78,400	12,652	655	16	94	63	11
June 30, 1901:											
Repaired	95,940	1,174	311	215	1,081,235	105,589	18,250	245	181	35	5
Condemned	5,611	955	260	192	10,617	4,582	1,215	37	34	20	6

¹ 160 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

² 96 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

W.—Table showing the number of each size of various kinds of mail bags and locks issued by the mail-bag depository at New York, N. Y., during each month of the fiscal year ended June 30, 1901.

Month.	Pouches.				Through registered pouches.			Catcher pouches.
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.	
July, 1900.....	17,418	35,500	22,499	5,128	2,238	2,318	.....	3,694
August, 1900.....	18,368	39,766	23,351	6,113	2,309	2,361	.....	4,523
September, 1900.....	18,462	36,608	21,431	5,447	2,174	2,299	.....	4,465
October, 1900.....	21,721	40,022	23,572	5,725	1,681	3,234	.....	5,372
November, 1900.....	18,822	36,189	22,382	5,543	1,543	3,383	.....	5,449
December, 1900.....	22,290	36,662	23,966	5,949	1,679	3,690	.....	5,295
January, 1901.....	24,437	37,417	27,258	6,545	1,442	3,903	.....	6,035
February, 1901.....	21,490	32,630	21,748	6,407	1,138	3,717	.....	4,219
March, 1901.....	22,943	36,767	20,720	7,880	1,239	4,020	.....	4,317
April, 1901.....	22,381	39,148	22,383	8,096	1,258	4,003	.....	4,696
May, 1901.....	22,508	39,685	24,657	8,167	1,007	4,531	.....	4,242
June, 1901.....	21,312	34,422	23,569	8,840	990	4,280	.....	4,385
Total.....	252,142	444,811	277,536	79,842	18,698	41,739	.....	56,591
Grand total...	1,064,331				60,437			56,591

Month.	Third avenue pouches.	Inner registered pouches.			Sacks for second, third, and fourth class matter.			Sea Island sacks.
		No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.	
July, 1900.....	1,675	963	876	576	449,474	39,992	1,392	32
August, 1900.....	1,642	920	835	615	506,725	32,314	2,472	52
September, 1900.....	1,622	1,016	881	620	458,594	32,506	1,531	26
October, 1900.....	156	1,038	848	639	520,240	36,575	1,991	22
November, 1900.....	165	1,042	825	571	507,985	37,019	1,945	39
December, 1900.....	167	1,262	988	596	567,122	40,927	1,827	30
January, 1901.....	172	1,114	974	658	550,893	41,513	1,949	31
February, 1901.....	172	910	996	472	505,028	32,779	2,359	82
March, 1901.....	181	1,022	1,094	537	592,115	42,695	1,769	50
April, 1901.....	181	1,113	1,008	459	553,624	40,619	2,422	249
May, 1901.....	181	1,237	1,082	481	588,394	43,490	1,888	148
June, 1901.....	181	1,099	1,042	399	536,490	37,335	1,961	48
Total.....	6,485	12,726	11,449	6,623	6,336,642	457,768	23,526	759
Grand total...	6,485	30,798			6,817,931			759

Month.	Foreign canvas sacks.				Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
July, 1900.....	2,289	13,394	3,751	2,357	803	1,610	76	28	7,206	82,024
August, 1900.....	2,318	14,629	3,853	2,151	937	1,437	165	20	7,300	88,271
September, 1900.....	2,314	13,236	3,795	1,887	957	1,135	320	20	7,061	85,561
October, 1900.....	2,291	14,022	4,120	2,180	1,047	1,316	350	22	7,424	88,614
November, 1900.....	2,273	12,824	3,333	1,981	857	1,244	372	22	7,501	80,526
December, 1900.....	2,439	10,689	3,489	1,894	1,066	1,563	377	22	7,655	84,790
January, 1901.....	2,461	12,088	2,569	2,312	705	758	377	25	7,663	86,631
February, 1901.....	2,439	11,049	3,295	2,032	867	1,031	542	26	6,674	76,925
March, 1901.....	2,389	11,301	3,239	1,897	917	1,346	552	26	7,316	82,184
April, 1901.....	2,385	9,762	3,236	1,727	920	1,069	439	26	7,195	82,850
May, 1901.....	2,312	11,222	2,388	2,045	752	1,277	352	49	7,664	81,642
June, 1901.....	2,018	10,842	2,165	1,781	664	1,165	591	26	7,319	78,941
Total.....	27,928	145,048	39,233	24,194	10,492	14,951	4,513	312	87,977	998,659
Grand total...	236,403				30,268				1,066,636	

X.—Table showing amount of equipment issued by each of the eight grand depository offices during fiscal year ended June 30, 1901.

	Pouches.				Through registered pouches.			Catcher pouches
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.	
Atlanta, Ga	24,388	9,321	4,119	1,902	443	8,881	.....	11,787
Boston, Mass	114,421	183,419	186,674	127,321	3,236	15,671	1,289	13,699
Chicago, Ill	870,228	167,968	65,234	17,088	7,260	45,010	.....	25,447
Cincinnati, Ohio	61,394	59,010	50,239	29,920	934	19,648	692	21,260
New York, N. Y	252,142	444,611	277,536	79,842	18,694	41,739	.....	56,501
St. Louis, Mo	112,047	70,296	47,478	10,824	24,326	21,624	1	19,811
St. Paul, Minn	43,267	30,789	15,067	2,972	1,541	8,241	1	3,171
San Francisco, Cal ..	84,258	68,068	14,380	1,251	3,061	7,315	347	15,231
Total	1,062,140	1,033,682	660,797	271,070	59,549	168,129	2,330	166,997
Grand total ...	3,017,689				230,008			166,997

	Third avenue pouches.	Horse mail bags.			Inner registered sacks.			Sea island sacks.
		No. 1.	No. 2.	No. 3.	No. 2.	No. 3.	No. 4.	
Atlanta, Ga .....	.....	18	31	20	3,307	8	27	.....
Boston, Mass .....	.....	.....	.....	.....	5,829	18,248	953	.....
Chicago, Ill .....	.....	.....	.....	.....	17,369	10	.....	.....
Cincinnati, Ohio .....	.....	61	.....	.....	4,068	4,726	5,806	.....
New York, N. Y	6,485	.....	.....	.....	12,726	11,449	6,623	759
St. Louis, Mo .....	.....	4	66	14	26,397	68	4	.....
St. Paul, Minn .....	.....	1	1	.....	6,366	96	48	.....
San Francisco, Cal ..	.....	6	.....	.....	17,150	623	.....	.....
Total	6,485	90	98	34	93,212	35,228	13,461	759
Grand total ...	6,485	222			141,901			759

	Sacks for second, third, and fourth class matter.			Foreign canvas sacks.			
	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
Atlanta, Ga	221,097	2,662	612	.....	.....	.....	.....
Boston, Mass	1,549,776	323,011	11,264	2,858	7,320	8,118	.....
Chicago, Ill	3,014,792	14,996	10,721	127	10,610	4,326	10,830
Cincinnati, Ohio	1,360,389	51,248	2,964	.....	.....	.....	.....
New York, N. Y	6,336,642	457,763	23,526	27,928	145,048	39,233	24,194
St. Louis, Mo	2,615,295	62,219	9	95	2,621	4,850	12,018
St. Paul, Minn	554,531	13,115	.....	.....	.....	.....	.....
San Francisco, Cal ..	960,062	16,026	1,714	556	20,661	1,616	4,715
Total	16,602,574	946,038	50,810	31,564	186,260	58,143	51,757
Grand total ...	17,599,422			327,624			

	Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
Atlanta, Ga .....	.....	.....	.....	.....	13,513	87,758
Boston, Mass	121	601	4,328	3,001	21,989	607,008
Chicago, Ill .....	.....	.....	.....	.....	66,068	533,586
Cincinnati, Ohio .....	.....	.....	.....	.....	35,950	139,296
New York, N. Y	10,492	14,951	4,513	312	87,977	998,659
St. Louis, Mo .....	.....	.....	.....	.....	69,494	232,844
St. Paul, Minn .....	.....	.....	.....	.....	16,202	106,546
San Francisco, Cal ..	1,305	1,629	720	86	26,512	177,919
Total	11,918	17,181	9,561	3,399	387,705	2,883,616
Grand total ...	42,059				3,221,821	

Y.—Number of United States mail pouches and sacks in service June 30, 1901.

	In use July 1, 1899.	In use July 1, 1900.	Fur- nished under con- tract during year.	Made at repair shop during year.	Total.	Con- demn- ed and retired from service.	Sold to Cuban and Philip- pine Islands postal admin- istra- tions.	In use July 1, 1901.
Pouches:								
No. 2	66,060	69,676	4,150	288	74,114	9,396	50	64,669
No. 3	68,800	65,079	6,208	291	71,578	8,393	100	63,085
No. 4	47,033	48,382	5,191	124	53,697	6,118		47,579
No. 5	9,966	10,992	925	18,190	20,107	1,650		18,457
Through registered pouches:								
No. 1	2,754	2,881		204	3,085	68	4	3,013
No. 2	3,960	4,096		212	4,308	162	12	4,134
No. 3	2,193	2,182		1	2,183	8	8	2,167
Catcher pouches	83,892	86,076	7,000	15	42,091	5,611		86,480
Horse mail bags:								
No. 1	5,200	4,965		715	5,680	956		4,725
No. 2	1,686	1,679		517	2,196	260		1,936
No. 3	1,017	759			759	192		567
Sacks for second, third, and fourth class matter:								
No. 1	515,489	547,088	122,906	526	670,520	10,617		659,903
No. 2	74,866	90,777	20,000	526	111,308	4,582		106,721
No. 3	49,723	58,143		885	58,478	1,215	* 300	51,963
Inner registered sacks:								
No. 1	57	57			57			57
No. 2	3,170	3,317		485	3,802	785		3,017
No. 3	2,716	3,224		286	3,509	898		3,116
No. 4	1,090	918			918	133		785
Foreign canvas sacks:								
No. 0	3,630	4,820		27	4,847	12		4,835
No. 1	20,189	22,223		27	22,250	170		22,080
No. 2	12,891	15,360		27	15,387	81		15,356
No. 3	12,398	12,167		59	12,226	142		12,084
Foreign registered sacks:								
No. 0	7,042	7,226	53	200	7,479	37		7,442
No. 1	10,266	10,172	80	206	10,457	34		10,423
No. 2	1,869	2,606	100		2,706	20		2,686
No. 3	2,460	2,649	102		2,751	6		2,744
Coin sacks	26,556	32,546		600	33,146			33,146
Sea-island sacks	14,693	14,622		408	15,025	29		14,996
Knapsack pouches	20	22		2	24	1		23
Sacks for letter boxes	133	133			133	23		110
Special sacks for Alaska	210	250			250			250
Special pouches for Alaska	143	249			249			249
Special "3 A" pouches for Army	250	250		2	252			252
Special No. 3 sacks strung	150	150			150			150
Special Railway Mail Service waste sacks	11,408	14,178			14,178	972		13,206
Special Railway Mail Service canvas sacks (for postal clerks)	2,505	3,007			3,007	78		2,929
"Queen Bee" pouches	50	50		1	51			51
Pneumatic tube pouches	120	120		2	122			122
Special-lock pouches	43	43			43			43
Total	1,067,184	1,067,184	166,715	14,269	1,268,118	52,092	474	1,215,552

¹No. 5 "C" pouches.²Reinforced.

Z.—Statement of condemned material sold at the mail equipment shops during the fiscal year ended June 30, 1901.

Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
Lewis Hopfenmaier	July 26, 1900	Condemned clean canvas	<i>Pounds.</i> 6,256	\$2.43 per 100 pounds.	\$157.63
Do.....	do.....	Condemned string.....	968	58 cents per 100 pounds.	5.61
W. B. O'Connor.....	Oct. 2, 1900	Condemned scrap leather	7,000	\$4.52 per 100 pounds.	316.40
Do.....	Mar. 13, 1901	Condemned jute heads with rings.	3,500	80½ cents per 100 pounds.	28.18
Lewis Hopfenmaier	Aug. 24, 1900	Condemned jute.....	9,090	71 cents per 100 pounds.	64.54
Do.....	Aug. 27, 1900	Condemned clean canvas	5,856	\$2.43 per 100 pounds.	143.27
Do.....	do.....	Condemned string.....	773	58 cents per 100 pounds.	4.48
W. B. O'Connor.....	Nov. 1, 1900	Condemned scrap leather	2,000	\$4.52 per 100 pounds.	90.40
Lewis Hopfenmaier	do.....	Condemned jute.....	5,469	71 cents per 100 pounds.	38.83
Do.....	do.....	Condemned clean canvas	13,649	\$2.43 per 100 pounds.	331.67
Do.....	do.....	Condemned string.....	1,315	58 cents per 100 pounds.	7.63
W. B. O'Connor.....	Dec. 18, 1900— Apr. 2, 1901	Condemned scrap leather	6,000	\$4.52 per 100 pounds.	271.20
Do.....	Nov. 1, 1900	Condemned jute heads with rings.	2,000	80½ cents per 100 pounds.	16.10
Lewis Hopfenmaier	Nov. 23, 1900	Condemned clean canvas	5,700	\$2.43 per 100 pounds.	138.51
Do.....	do.....	Condemned string.....	665	58 cents per 100 pounds.	3.80
Do.....	Jan. 21, 1901	Condemned clean canvas	8,888	\$2.43 per 100 pounds.	215.98
Do.....	do.....	Condemned string.....	1,429	58 cents per 100 pounds.	8.29
Do.....	Mar. 12, 1901	Condemned jute.....	7,633	71 cents per 100 pounds.	54.19
Do.....	Mar. 15, 1901	Condemned clean canvas	8,873	\$2.43 per 100 pounds.	215.61
Do.....	Mar. 12, 1901	Condemned string.....	901	58 cents per 100 pounds.	5.23
W. B. O'Connor.....	Apr. 27, 1901— June 22, 1901	Condemned scrap leather	7,000	\$4.52 per 100 pounds.	316.40
By advertisement..	Jan. 2, 1901	Condemned iron and steel.	48,585	41½ cents per 100 pounds.	202.44
Do.....	Feb. 21, 1901	Condemned iron clips with stubs of leather.	4,190	26 cents per 100 pounds.	10.89
Do.....	do.....	Condemned metal, vises, etc.	404	38 cents per 100 pounds.	1.54
Do.....	Jan. 30, 1901	Condemned mail catchers.	437	41½ cents per 100 pounds.	1.82
Do.....	do.....	Condemned cotton webbing straps.	2,267	31 cents per 100 pounds.	7.03
Do.....	do.....	Condemned burlaps.	2,876	\$1.30 per 100 pounds.	33.49
Do.....	Feb. 4, 1901	Condemned manila rope cuttings.	864	\$1.87½ per 100 pounds.	16.20
Do.....	Feb. 8, 1901	Condemned clean brass grommets.	8,184	\$10 per 100 pounds.	818.40
Do.....	do.....	Condemned dirty brass grommets.	8,113	\$8.50 per 100 pounds.	264.61
Do.....	Feb. 4, 1901	Condemned dirty brass staples, etc.	1,155	\$9.70 per 100 pounds.	112.04
Do.....	Mar. 12, 1901	Condemned copper rivets and burrs.	50	14½ cents per pound.	7.30
Do.....	Mar. 14, 1901	Condemned broken shears, pairs.	98	\$2.60 per lot.....	2.60
Do.....	Jan. 26, 1901	Condemned wooden handles.	281	25 cents for lot.....	.25
Do.....	Feb. 1, 1901	Condemned rolled yellow brass.	8,671	\$9.51 per 100 pounds.	824.61
Do.....	Jan. 29, 1901	Condemned cast brass....	48	12½ cents per pound.	6.06
Do.....	Feb. 2, 1901	Condemned cast bronze..	1,032	\$11.06 per 100 pounds.	114.04
Do.....	do.....	Condemned phosphor bronze springs.	466	\$12.01 per 100 pounds.	55.97
Do.....	Feb. 1, 1901	Condemned postmarking stamps.	2,500	15 cents per 100 pounds.	3.75
Do.....	do.....	Condemned iron signs..	641	10 cents per 100 pounds.	.64
Do.....	do.....	Condemned scrap brass..	110	\$9.40 per 100 pounds.	10.34
Lewis Hopfenmaier.	May 2, 1901	Condemned clean canvas.	13,526	\$2.43 per 100 pounds.	328.68
Do.....	do.....	Condemned string.....	1,285	58 cents per 100 pounds.	7.45
Do.....	do.....	Condemned jute.....	1,872	71 cents per 100 pounds.	13.29

Z.—Statement of condemned material sold at the mail equipment shops, etc.—Continued.

Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
Lewis Hopfenmaier.	June 27, 1901	Condemned string.....	1,337	58 cents per 100 pounds.	\$7.75
Do.....do.....	.....do.....	Condemned jute.....	1,481	71 cents per 100 pounds.	10.52
W. B. O'Connor.....	June 22, 1901	Condemned jute heads with rings.	1,500	80 cents per 100 pounds.	12.08
Lewis Hopfenmaier	.....do.....	Condemned clean canvas.	14,295	\$2.43 per 100 pounds.	347.37
W. B. O'Connor.....	July 2, 1901	Condemned scrap leather.	5,500	\$4.52 per 100 pounds.	248.60

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY-MAIL SERVICE
TO THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR
1901.



REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

TO THE

SECOND ASSISTANT POSTMASTER-GENERAL FOR 1901.

POST-OFFICE DEPARTMENT,
OFFICE OF GENERAL SUPERINTENDENT
RAILWAY MAIL SERVICE,
Washington, D. C., October 25, 1901.

SIR: I have the honor to submit herewith my annual report of the operations of the Railway Mail Service for the year ended June 30, 1901, consisting of statistical tables showing the extent of the service, number of clerks, miles run, mail distributed, examinations passed, errors made in distribution, casualties, comparisons with former years, etc., a statement of the cost of the service during the past fiscal year, the probable cost during the present fiscal year, and estimates of the amounts necessary to maintain the service during the year ending June 30, 1903, together with such remarks and recommendations as seem to me proper at this time.

NUMBER OF LINES AND CLERKS.

There were in operation on the 30th of June, 1901, 138 full railway post-office lines, manned by 1,760 crews, aggregating 5,277 clerks (including 35 acting clerks); 1,102 apartment railway post-office lines, manned by 2,758 crews, aggregating 3,054 clerks (including 25 acting clerks); 19 electric and cable car lines, with 25 crews and 26 clerks; 47 steamboat lines, with 72 crews and 72 clerks (including 16 acting clerks); making a total of 1,306 lines of all kinds, manned by 8,429 clerks, which only covers the working force of the lines. In addition, there were 46 officials, 81 chief clerks, 368 transfer clerks employed in handling the mails at important junction points, and 258 clerks detailed to clerical duty in the various offices of the service, making a grand total of 9,182 clerks appointed to the service, an increase during the year of 342 clerks, as shown by the following table:

Year.	Officials.	Chief clerks.	Employed on rail-road lines.	Employed on steam-boat lines.	Employed on electric lines.	Detailed to transfer duty.	Detailed to office duty.	Total.
1900	46	(¹)	8,013	71	39	358	313	² 8,840
1901	46	81	8,331	72	26	368	258	³ 9,182
Increase ..		81	318	1	⁴ 13	10	⁵ 65	342

¹ Decrease caused by the chief clerks being counted separately who were included under this heading.

² Including 99 acting clerks.

³ Including 76 acting clerks.

⁴ Decrease.

⁵ Not heretofore counted separately.

MILEAGE.

The miles of railroad covered by full railway post-office lines was 47,819.31; by apartment railway post-office lines, 114,999.85; by electric and cable car lines, 283.50; by steamboat lines, 19,051.38, making a total mileage of 182,154 covered by railway post-office service. The annual miles run by crews in full railway post-office lines was 89,419,281; by crews in apartment railway post-office lines, 117,976,753; by crews in electric and cable car lines, 499,020; by crews in steamboat lines, 2,326,522, making a total of 210,221,576 miles of railway post-office service. In addition to this there was closed-pouch service on 20,235.96 miles of railroad, with an annual mileage traveled of 24,072,558; the same character of service on 2,452.79 miles of electric and cable lines, the annual mileage of which was 3,992,240; and 14,919.52 miles of closed-pouch service on steamboat lines, with an annual mileage of 2,325,736, making a total annual mileage of 30,390,534 for closed-pouch service. In addition to the above there were 71,144,733 miles of service by express pouches on other than railway post-office trains on lines on which there was service by clerks. This makes a grand total of 311,756,843 miles of service for the year by railroad, electric and cable, and steamboat lines.

EQUIPMENT.

There were at the close of the fiscal year under consideration 837 whole cars in use and 176 in reserve, 2,281 apartments in cars in use and 480 in reserve, making a total of 3,774 cars and apartments on railroad lines. In addition to this there were 20 cars on electric and cable lines and 72 apartments on steamboat lines, making a total of 3,866 whole cars and apartments.

MAIL DISTRIBUTED.

There were 7,611,621,920 pieces of first-class matter handled by railway postal clerks during the year closed, and 6,569,602,500 pieces of second, third, and fourth class matter, making a total of 14,181,224,420 pieces exclusive of registered matter. Of registered matter there were handled 19,446,064 packages and cases, 1,188,773 through registered pouches, and 649,996 inner-registered sacks, making in all 21,284,833.

The following table will show the number of clerks assigned to lines, the amount of mail handled, the number of errors in distribution, with the per cent of increase or decrease, for the period shown:

Year ended June 30—	Number of clerks. ¹	Percent of increase.	Pieces of mail matter distributed.	Percent of increase.	Errors in distribution.	Per cent.		Pieces correct to each error.	Per cent.	
						Increase.	Decrease.		Increase.	Decrease.
1877	1,046	.....	864,700,000	.....	264,917	.....	.....	2,500	.....	.....
1888	5,094	.....	6,528,772,060	.....	1,765,821	.....	.....	3,694	.....	.....
1889	5,448	6.96	7,020,837,130	7.63	1,777,295	0.66	.....	3,954	7.04	.....
1890	5,836	7.12	7,847,723,600	10.26	2,769,245	55.81	.....	2,834	.....	28.33
1891	6,032	3.36	8,546,370,090	8.90	2,005,973	.....	27.56	4,261	50.35	.....
1892	6,417	6.38	9,227,816,090	7.97	1,658,487	.....	17.32	5,564	30.58	.....
1893	6,646	3.55	9,772,075,810	5.90	1,367,880	.....	17.52	7,144	28.40	.....
1894	6,852	3.10	10,083,973,790	2.62	1,281,094	.....	6.34	7,831	9.62	.....
1895	7,045	2.82	10,377,875,040	3.43	1,166,682	.....	9	8,894	13.57	.....
1896	7,408	5.15	11,166,328,240	7.60	1,134,411	.....	2.76	9,843	16.67	.....
1897	7,573	2.23	11,571,540,680	3.63	967,538	.....	14.71	11,960	21.51	.....
1898	7,999	5.62	12,225,706,220	5.65	1,172,438	21.17	.....	10,428	.....	12.81
1899	8,388	4.86	13,351,992,725	4.96	1,312,388	11.94	.....	10,174	.....	2.43
1900	8,696	3.66	13,792,007,160	3.30	1,356,464	8.28	.....	10,175	.....	.....
1901	8,978	3.25	14,181,224,420	2.81	1,335,506	.....	1.47	10,618	4.85	.....

¹ Acting clerks not included in this table.

ERRORS IN DISTRIBUTION.

The above table also shows that there were 1,335,505 errors in distribution charged against railway postal clerks during the year, as against 1,355,464 for last year, a decrease of 1.47 per cent. There were 885,013 errors in distribution checked against post-offices, a decrease as compared with last year of 32,351, or about 3.52 per cent.

The following table will show the missent and misdirected matter for the years ended June 30, 1900 and 1901:

Matter.	Year ended June 30—		Decrease.	Increase.
	1900.	1901.		
Missent:				
Letter packages.....	24,628	23,568	1,065	
Pouches.....	3,008	3,485		477
Sacks.....	3,847	3,756	91	
Registered packages.....	963	1,163		180
Registered pouches and inner registered sacks.....	109	123		14
Misdirected:				
Letter packages.....	3,065	3,342		257
Pouches.....	699	601	98	
Sacks.....	1,527	1,662		135

Table G^s shows the errors in distribution in post-offices of the first and second classes, and the recapitulation shows the errors made by all the post-offices.

NIXIES.

The number of pieces of mail matter so illegibly addressed as to require special attention before delivery could be effected, or which could not be delivered at all, was 17,198,995. This is an increase over last year of 2,581,711. Of the 17,198,995 pieces handled, 9,497,265 were returned to writers or corrected and forwarded to destinations, the balance being sent to the Dead-Letter Office or otherwise disposed of in accordance with the regulations.

CASE EXAMINATION.

There were 21,719 examinations of permanent railway postal clerks. The number of cards handled was 23,175,943, of which 98.82 per cent were handled correctly. Last year's report shows 20,422 examinations, 22,152,892 cards handled, 98.78 per cent correctly. The probationary clerks passed 1,308 examinations, handling 1,202,654 cards, 97.89 per cent correctly. Last year this class of clerks passed 1,040 examinations, handling 1,000,077 cards, 98.12 per cent correctly.

The following is a statement of the examinations of permanent and probationary clerks combined for a period of ten years:

Year ended June 30—	Examinations.	Cards handled.	Correctly handled.	Per cent correct.	Average number of cards per examination.
1892.....	16,670	18,127,114	17,126,604	94.48	1,088
1893.....	15,676	17,796,280	16,958,511	95.29	1,135
1894.....	19,512	22,198,063	21,483,376	96.80	1,137
1895.....	18,522	22,589,860	22,065,337	97.68	1,157
1896.....	19,531	22,159,757	21,722,913	98.03	1,125
1897.....	21,078	23,241,438	22,868,763	98.40	1,103
1898.....	21,899	23,352,245	22,976,326	98.30	1,066
1899.....	20,194	22,032,415	21,747,729	98.71	1,041
1900.....	21,462	23,152,969	22,863,185	98.74	1,079
1901.....	23,027	24,378,597	24,079,891	98.77	1,049

In addition to the above, there were 2,383 examinations made by substitutes. The number of cards handled was 2,167,971, of which 98.04 per cent were handled correctly. Last year there were 2,262 examinations, and 2,142,057 cards handled, with 98.18 per cent correct.

CASUALTIES.

The following is a statement of casualties from 1875 to 1901:

Year ended June 30—	Total clerks.	Casualties.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875.....	2,288	.....	1	.....	.....
1876.....	2,416	.....	1	.....	.....
1877.....	2,500	27	2	10	4
1878.....	2,608	36	2	15	3
1879.....	2,609	35	3	14	13
1880.....	2,948	25	.....	.....	15
1881.....	3,177	62	7	15	22
1882.....	3,570	83	3	16	20
1883.....	3,855	114	1	35	42
1884.....	3,968	154	7	28	60
1885.....	4,387	102	2	35	65
1886.....	4,573	211	.....	56	60
1887.....	4,851	244	5	45	72
1888.....	5,094	248	4	63	45
1889.....	5,448	198	10	95	40
1890.....	5,836	261	4	41	58
1891.....	6,082	219	13	68	84
1892.....	6,417	345	5	60	112
1893.....	6,645	408	10	66	115
1894.....	6,856	362	4	48	99
1895.....	7,045	497	7	50	128
1896.....	7,408	495	5	47	65
1897.....	7,573	599	14	33	75
1898.....	7,999	597	7	34	146
1899.....	8,388	799	6	50	162
1900.....	8,695	697	4	57	187
1901.....	8,978	825	7	63	229

The casualties in which fatalities occurred were:

August 5, 1900, R. A. Lucas, assistant transfer clerk at Pennsylvania Railroad station, Harrisburg, Pa., while transferring registered mail between trains was run over by an engine and received injuries from which he died August 12, 1900.

October 30, 1900, George M. Corson, Chicago and St. Louis R. P. O., was killed in a wreck of his train near Mitchell, Ill.

November 2, 1900, Mark P. McFarland, substitute clerk, Chicago and Council Bluffs R. P. O., fell from his car while exchanging mails at Hastings, Iowa, and was killed.

January 12, 1901, Eli A. Torpy, New York and Chicago R. P. O., was killed at Buffalo, N. Y., by falling between the vestibules of the cars while same were being shifted.

February 28, 1901, Milton S. Thompson, Pittsburg and Uniontown R. P. O., was killed in the wreck of his train at Coal Valley, Pa.

May 8, 1901, L. J. Courtney, Columbia and Augusta R. P. O., was killed in the wreck of his train near Vanclose, S. C.

May 13, 1901, C. E. Rose, Cairo and New Orleans R. P. O., was killed in the wreck of his train near Hazelhurst, Miss.

RELIEF FOR INJURED AND DISABLED EMPLOYEES OF THE RAILWAY MAIL SERVICE.

The statement given above shows that during the fiscal year ending June 30, 1901, there were employed in the Railway Mail Service 8,978 clerks; that there were 825 casualties, in which 7 clerks were killed, 63 seriously and 229 slightly injured, making a total of 299 killed and injured during the year, or 3 $\frac{1}{4}$ per cent of the whole force employed.

This is the largest number killed and injured during any fiscal year since the service was organized, notwithstanding the fact that great improvements have been effected in railroad operations.

Taking the year 1877, which was the first year full records were commenced to be kept, we find that during that year there were 2,500 clerks employed in the service; that 27 casualties occurred, in which 2 clerks were killed and 10 seriously and 4 slightly injured. The per cent of the number of killed and injured to the force employed was, therefore, for that year, $1\frac{1}{4}$, while for the year under consideration it was $3\frac{1}{4}$, or about three times as large.

This large increase in the liability to accident on railroads, with its attending hazard to human life, is easily understood when it is remembered that railroad lines have been largely multiplied, gridironing the country in every direction; the frequency of train service greatly augmented, and the speed of trains radically hastened. The railroad companies have endeavored to offset these features which tend to cause increased risk by superior railroad construction, improved car building so as to better resist the shock of collisions, and the installation of a system of running trains, called the block system, which largely decreases the liability to collisions. But with all these precautions the ratio of casualties in railroad operations has been largely increased, and there can be no question that if these improved features had not been adopted the record in this respect would be appalling.

The Department has exerted itself to see that the companies provide such cars for its use as to best resist the force of collisions within the range of human possibility, but with all these precautions and agencies accidents on railroads will occur, in many of which our clerks will be killed or injured. Our clerks know the danger that besets them while at work and face it heroically and perform their duties well. The position in the train which was usually occupied by the postal or mail apartment car was immediately behind the tender, but we have this year put into effect, wherever it was practicable, with the cheerful and earnest cooperation of the railroad companies, a plan of having the train made up with a car between the tender and the car in which our clerks work, the intermediate car acting as a buffer in case of a head-on collision. This will, we confidently think, tend to reduce the number of fatalities and injuries among our clerks.

It has been the constant thought of the officers of the service, who realize the dangers and hardships to which the clerks are subject, to ameliorate existing conditions through legislation providing to some extent for the support of those who have been permanently injured in accidents to such an extent as to unfit them for further duty, or who by reason of age or other infirmity can not perform satisfactory work in any capacity in the Railway Mail Service. The action of the Department in carrying injured clerks on full pay for one year after the injuries are received, unless sooner able to resume duty, is commendable, and unquestionably is appreciated by them, but they have before them the distressing thought that their injuries may be so severe as to prevent their return to duty, and thus make it necessary for them to depend upon those who naturally depended upon them for the necessities of life.

That this office has been very persistent in its efforts to secure some legislation in the way of a relief bill or superannuation act to provide for our permanently disabled and worn-out clerks has been shown in

the recommendations it has made in its annual reports for the last ten years. The legislation which is sought has not been in the direction of a pension or annuity from the Government, but rather in the line of authority from Congress to withhold from the salaries of the clerks a per cent which it is believed would be necessary to meet the provisions of such a measure. In this connection I quote below a bill which was introduced by Hon. J. H. Bromwell, of Ohio, during the last session of Congress, having this object in view:

A BILL to create a Railway Mail Service relief fund.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That beginning with the commencement of the first fiscal year after the approval of this act, and regularly thereafter, there will be withheld from the salary of every person employed in the classified Railway Mail Service, by any title or in any capacity whatsoever (except those not paid out of the appropriation for clerk hire for said service), a sum equal to two per centum per annum of his salary, as fixed by the Postmaster-General in pursuance to law, which shall constitute a fund to be known as "The Railway Mail Service relief fund," and be retained in the Treasury or subtreasuries of the United States of America for the relief of injured or disabled employees of said service. For convenience of disbursement, the Secretary of the Treasury may make transfers from said fund to any national bank designated as a depository of public money, or to any post-office of the first or second class. The Postmaster-General is authorized to invest said sum in such Government securities as, in his judgment, will bring the highest rate of interest.

SEC. 2. That the fund arising from deduction from salaries of railway postal clerks or fines for misdemeanors, errors, or other irregularities be also added to the Railway Mail Service relief fund and retained in the Treasury or subtreasuries of the United States, as provided for in the preceding section.

SEC. 3. That the fund provided for in the two preceding sections shall be applied to the relief of any employee referred to therein who, in the said service and in the line of duty, shall be permanently disabled or injured, mentally or physically, not the result of his own vicious habits, so as to incapacitate him for the performance of further duty in said service. If said injury or disability, not apparently permanent when received or incurred, shall result in permanency within two years thereafter, the relief extended by this act shall accrue to him from and after the ascertainment of that fact.

SEC. 4. That there shall be paid annually from said fund to each of the injured or disabled employees referred to in the preceding sections an amount equal to forty-five per centum of the salary received on retirement, the payment in all cases to be made at such intervals as the Postmaster-General shall direct, but not less frequently than quarterly, and to continue during the continuance of said disability: *Provided*, That no payments shall be made from said fund until the commencement of the second fiscal year after the approval of this act nor to any employee for injuries received or disabilities incurred during his probationary period in said service.

SEC. 5. That if any employee entitled to the benefits of this act shall be killed while in said service and in the line of duty, or shall die from the results of an injury or disability received or contracted in said service and in the line of duty within one year from the date of receiving or contracting the same, leaving a widow, or minor children under sixteen years of age, or dependent parents, any of those above named who are his legal heirs shall be paid out of said fund a sum equal to one year's salary of the class in which he last served.

SEC. 6. That any employee referred to herein who, not having been injured or disabled as contemplated by the provisions of this act, may, after twenty years' service, continuous or otherwise, be retired if by reason of age or other infirmity, mental or physical, he becomes incapacitated to perform further satisfactory service, and shall, upon such retirement, be paid out of said fund during the remainder of his life an annual sum equal to that fixed in the fourth section of this act for the class in which he last served: *Provided*, That nothing herein shall be construed as compelling the retirement of any railway postal clerk at the end of twenty years' service who is physically and mentally able to perform his duties.

SEC. 7. That from the beneficiaries of this act who may be retired within twenty years after the date it becomes operative, as provided for in section six, the sum of two hundred dollars, less the amount paid by such beneficiary into the said fund prior to his retirement, shall be deducted from the amount due him the first year after his retirement.

Sec. 8. That it is hereby made the duty of the Postmaster-General to provide rules and regulations for the enforcement of this act, as well as for the ascertainment of the fact of any injury or disability, and to designate any surgeon conveniently located for the purpose, at the expense of the applicant for relief, to examine the applicant and make report of his condition, and the decision of the Postmaster-General as to the fact of such injury or disability, and the degree thereof, shall be final.

In its favor is the admission of everyone who gives the nature of the occupation consideration that the service is very hazardous. The work of a postal clerk is performed under a high tension, drawing largely on his mental and physical make-up; and after years of this constant strain he is completely worn-out. It seems therefore evident that some provision should be made for his retirement, which now involves the relinquishment of all means of support.

Under the civil-service laws and regulations our men are recruited from the best material the country affords. They must be between the ages of 18 and 35 years, sound mentally and physically and of good character, and therefore it can safely be said that such men will not lose their usefulness before twenty years of service, though they are liable to be killed or permanently injured at any time.

A service very analogous to the Railway Mail Service in point of danger is the Life-Saving Service. From the data in our possession the following comparisons are shown, the yearly average in each case being based on statistics for the last twenty-five years:

Average number of employees:	
Life-Saving Service	1,571
Railway Mail Service	5,383
Average number of employees who lost their lives in line of duty:	
Life-Saving Service	2.3
Railway Mail Service	5.1
Average per cent losing life:	
Life-Saving Service .....	.146
Railway Mail Service .....	.094
Average number injured per year:	
Life-Saving Service	89.4
Railway Mail Service	114.4
Average per cent injured:	
Life-Saving Service	5.61
Railway Mail Service	2.12

In brief, the above shows that the Life-Saving Service is but 50 per cent more dangerous than the Railway Mail Service on account of lives lost in line of duty; on account of injuries it is somewhat over twice.

In addition to a liberal provision being made by law for the continuance on the rolls with pay for one year, and in exceptional cases up to two years, of a keeper or member of a crew of the Life-Saving Service who by reason of a wound or injury received in the line of duty is disabled for the performance of active duty (which is akin to the provision made by statute for our clerks injured in the line of duty) there is the following: When a keeper or member of a crew loses his life in the discharge of his duty, his widow or his children (under 16 years of age) receives for two years the salary at stated intervals that the husband or father would have been entitled to draw had he lived and continued in the service.

The funds for the meeting of this endowment is met by the National Government. Our bill does not contemplate that the money necessary to carry out its objects shall be paid by the Government, it being in the nature of cooperative relief, the men in the service meeting all demands.

The matter of superannuating employees has been a burning question with many of our large railroad companies and other corporations for some time past, and though it has been said that "corporations have no souls," we can now truthfully say that some of them have advanced along humanitarian lines in this age of reason and progress and left behind them the traditions of a past era. They have taken steps to pension their faithful servants, who, by reason of age or other infirmity, are disqualified for performing further duty. Some of the plans adopted are in the form of annuities given by the company direct; others partake more of the nature of cooperative insurance and relief, financially aided by the company, while still others are combinations of both plans; but all of them have woven in their fabric a strong paternal principle, a principle that sees to it that well-deserving employees shall not be cast aside like an old shoe when they are worn out and of no further service.

The following are outlines of the schemes adopted by certain corporations for superannuating their employees, and will give a good idea of their intents and purposes; and now that the way has been opened in this commendable direction, it is fair to presume that it will not be long before many other corporations will follow in the footsteps of their predecessors:

PENSION DEPARTMENT, PENNSYLVANIA RAILROAD COMPANY.

Pension allowances.—Entirely met by company and charged against operating expenses.

Beneficiaries.—All officers and employees between the ages of 65 and 69, inclusive, who shall have been thirty years or more in the service (not necessarily continuous) of the several companies (the Pennsylvania Railroad Company, the Northern Central Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, the West Jersey and Seashore Railroad Company, and the Philadelphia and Camden Ferry Company) and shall have become physically disqualified, in the opinion of the board of officers, for further duty, which opinion is based upon a medical examination. Also all officers and employees who shall have attained the age of 70 years.

Amount of pension.—For each year of service 1 per cent of the average regular monthly pay for ten years preceding retirement—for example, if the retired employee's average monthly pay was \$80, and he had served thirty years in the employ of the company, his pension would be \$24 per month.

An amount not in excess of \$300,000 per annum has been set aside to meet such pension allowances. Whenever the pensions call for more money than that they are to be scaled down to come within that sum.

Pension system inaugurated January 1, 1900.

Statistics for the first year.—Number of employees interested about 80,000; expenditure for pensions \$244,019.97; retirements 1,292, 1,149 of which were 70 years old or over, 143 between 65 and 69 years. Of the latter 83 were retired at their own request on recommendation of their employing officers, the remainder, 60, purely upon the recommendation of their employing officers. One hundred and two pensioners died during the year, 95 of whom were of the 70 year or over class, and 7 of the 65 to 69 year class.

There is also a cooperative relief fund, supported jointly by the employee members thereof and the company, which furnishes benefits to members in case of sickness, disability, or superannuation, and also benefits to beneficiaries in case of death of members.

RELIEF DEPARTMENT, BALTIMORE AND OHIO RAILROAD COMPANY.

Membership is voluntary to the following classes:

Officials receiving an annual compensation of over \$2,000.

Employees who entered the service prior to May 1, 1880, and who have been continuously therein since that date, except members of the Baltimore and Ohio Employees' Relief Association.

Clerks, telegraphers, and others of similar employment who are in no degree exposed to accidents in the service.

Agents receiving commissions only, and employees receiving \$20 per month or less.

All persons employed in the service on the 1st day of April, 1889, with the exceptions noted above, and all persons thereafter entering the service or promoted therein must, as a condition of employment or advancement, become full members.

No person over 45 years of age or who is not in good physical health—to be determined by a medical examiner of this department—will be admitted to membership, except those who were members of the Baltimore and Ohio Employees' Relief Association on March 31, 1889.

Members will be divided into two general classes, viz:

First class: Those engaged in operating trains or rolling stock.

Second class. Those not so engaged.

These will be further divided according to their average monthly pay, as follows:

A. Those receiving not more than \$35.

B. Those receiving more than \$35 and not more than \$50.

C. Those receiving more than \$50 and not more than \$75.

D. Those receiving more than \$75 and not more than \$100.

E. Those receiving more than \$100.

The contributions of these classes shall be made each calendar month in advance at the following rates:

	A.	B.	C.	D.	E.
First class, per month	\$1.00	\$2.00	\$3.00	\$4.00	\$5.00
Second class, per month .....	.75	1.50	2.25	3.00	3.75
Entitling to benefits:					
For accidental injuries, per day, not including Sundays and legal holidays—					
First twenty-six weeks .....	.50	1.00	1.50	2.00	2.50
After twenty-six weeks .....	.25	.50	.75	1.00	1.25
For sickness, per day, not including first six working days, Sundays, or legal holidays, for fifty-two weeks .....	.50	1.00	1.50	2.00	2.50
In the event of death from—					
Accidental injuries	500.00	1,000.00	1,500.00	2,000.00	2,500.00
Natural causes	250.00	500.00	750.00	1,000.00	1,250.00

Any member under 50 years of age who can pass a satisfactory medical examination may enter a higher class than that to which his pay assigns him, or may take additional natural-death benefits, provided his total natural-death benefits shall not exceed five times the natural-death benefit of a member of the lowest class.

There are also pensions provided for by the company, the fund to meet which is supplied by the company itself.

Allowances to pensioners per day.

	Ten years' membership and under, one-half sick rate.	Ten years' membership, 5 per cent additional.	Twenty years' membership, 10 per cent additional.
Those contributing under relief feature to—			
Class A	\$0.25	\$0.26½	\$0.27
Class B .....	.50	.52½	.55
Class C .....	.75	.78½	.82½
Class D	1.00	1.05	1.10
Class E	1.25	1.31½	1.37½

These pensions are allowed in the order of their precedence:

First. To provide means of support during life of those members of the relief feature or the Baltimore and Ohio Employees, Relief Association for four consecutive years, who, having served the company for ten consecutive years and having reached the age of 65, shall be honorably relieved from duty.

Second. To provide in the same manner for like persons who elect to retire from the service.

Third. If at any time the funds applicable to the purposes of this feature shall, in the opinion of the committee, be more than sufficient to provide for the persons

mentioned above, such surplus shall be applied to aid or support such class or classes of the company's employees, members of the relief feature, as the committee may think most deserving and most in need of help.

There is also a savings and loan department for the use of the employees of the company.

PENSION SYSTEM, CHICAGO AND NORTHWESTERN RAILROAD COMPANY

Effective January 1, 1901.

All employees who have attained the age of 70 years and who have been thirty years in the service shall be retired and pensioned.

All employees 65 to 69 years of age, inclusive, who have been thirty or more years in the service and who have become incapacitated may be retired and pensioned.

Allowances.—For each year of service 1 per cent of the average regular monthly pay for the ten years next preceding retirement, provided, however, that the annual pension disbursement of the company shall not exceed \$200,000. When these disbursements exceed that amount a new rate shall be established proportionately reducing allowances.

No person over 35 years of age shall hereafter be taken into the service of the company except in special instances.

PENSION DEPARTMENT, ILLINOIS CENTRAL RAILROAD COMPANY.

In effect July 1, 1901.

All officers and employees who have attained the age of 70 years shall be retired. Such of them as have been ten years in the service of the company shall be pensioned.

Locomotive engineers and firemen, conductors, flagmen and brakemen, train baggagemen, yard masters, switchmen, bridge foremen, and supervisors who have attained the age of 65 years may be retired. Such of them as have been ten years in the service shall be pensioned when retired.

Officers and employees between 61 and 70 years of age who have been ten years in the service and who have become incapacitated may be retired and pensioned.

Disability to perform further service in the case of those under 70 years is to be determined by medical examination.

Pension allowances.—For each year of service 1 per cent of the average monthly pay received for the ten years preceding retirement.

Set apart by company as pension fund.....	\$250,000
Additional, appropriated yearly by company	100,000

Whenever the basis of pension allowances shall create demands in excess of above amount, allowances shall be ratably reduced.

No person inexperienced in railway work over 35 years of age and no experienced person over 45 years of age shall hereafter be taken into the service, except in specially mentioned and exceptional cases.

PENSION SCHEME, FIRST NATIONAL BANK OF CHICAGO.

Officers and employees shall contribute 3 per cent of their salaries to the fund.

As a general rule, no pension shall be granted unless the officer or employee shall have completed not less than fifteen years of service in the bank and attained the age of 60 years.

In the case of voluntary resignation or dismissal of an officer or employee, the money paid in by him to this fund shall be returned without interest.

In case of the decease of an officer or employee who has not completed fifteen years of service, provision is made to return to his legal representatives the money he paid into this fund, with 4 per cent interest.

An officer or employee, on attaining the age of 60, shall be permitted to retire and be entitled to pension if he has been fifteen years in the service, or the bank may require him to retire.

An officer or employee, on attaining the age of 65, shall retire from the service unless, for special reasons, the bank may wish him to continue in its service and he consents thereto.

An officer or employee who, before attaining 60 years of age, shall be incapacitated by ill health or affliction, to be shown by satisfactory evidence, shall be permitted to retire and take the benefits provided.

It is also provided that each pensioner in the last-named class shall furnish annually a certificate showing his state of health from some physician approved by the bank. In the event of his health being restored he shall be liable to be called upon to reenter the service. If he does not, when so notified, his pension shall cease.

Pension allowances.—One fiftieth of their salary (or 2 per cent) at date of superannuation for each year of service; the maximum being subject to the following limitations:

1. In no case shall it exceed thirty-five fiftieths (or 70 per cent) of their salary.
2. On a salary not exceeding \$10,000 it shall not exceed \$4,000.
3. On a salary not exceeding \$15,000 it shall not exceed \$5,000.
4. On a salary exceeding \$15,000 it shall not exceed \$6,000.

Officers or employees whose term of service has been under twenty-five years shall in no case be entitled to pension for a longer period than their term of service. For example, if their term of service is sixteen years they will be entitled to pension for sixteen years only. Those serving twenty-five years or more will be entitled to pension for life.

The widow of a deceased officer or employee who married him before he became a pensioner is entitled to one-half of her husband's annuity for a term of years equal to her husband's length of service in the bank. If an officer or employee be in receipt of a pension at time of death and leave a widow, the period for which he shall have received such pension shall be deducted from time during which pension shall be paid to widow.

On remarriage widow's pension ceases. At her death her pension goes to children under 18 years of age under certain conditions.

REORGANIZATION AND RECLASSIFICATION.

This subject has received more or less consideration in the annual reports made by this office since 1889. It believed then and believes now that what is contended for in the different bills that have been introduced in both Houses of Congress will not only advance the efficiency of the service and more nearly equalize the compensation and labor, but also act as fuel to quicken the faithfulness, energy, application, and inventiveness which have thus far driven the Railway Mail Service forward along the pathway of improvement even at the sacrifice of life and health.

Individual members of Congress, influential and intelligent people in commercial life, and the higher officers of the Post-Office Department have indorsed from time to time the different measures introduced in our National Legislature. The Fifty-sixth Congress, in its first session, acted favorably upon that portion of the recommendation of this office which related to those who may be regarded as part of the supervisory force of the service, and also which touched on the restoration of the maximum salaries of clerks of classes 4 and 5. The salaries of these clerks were reduced in 1876 in order to meet an emergency in the nature of a short appropriation for that year, and, although they expected every year to have their salaries restored to the old figures, it was not until June 2, 1900, that Congress saw fit to enact legislation placing their salaries back on the old basis.

The same Congress, in its second session, further recognized the value of the official corps, as shown by act of Congress of March 3, 1901; but while the beneficiaries of these provisions are exceedingly grateful for the consideration shown, it is believed that the full measure of recognition will not have been extended until those features of the proposed bill which relate particularly to increase in the salaries of what may be called the rank and file of the service have been provided for.

The records show that the labor required of the clerks at the present time, both as regards amount and quality, is vastly greater and more complicated than it was years ago, when they were receiving the same

salaries as now. Taking the year 1877 and comparing it with the year under review, we find the following:

Year ending June 30, 1877.—Letters distributed, 484,909,308; pieces of other classes distributed, 379,823,619; whole number of pieces distributed, 864,732,927; number of clerks employed, 2,500; number of pieces correct to each error, 3,264.

Year ending June 30, 1901.—Letters distributed, 7,611,621,920; pieces of other classes distributed, 6,569,602,500; whole number of pieces distributed, 14,181,224,420; number of clerks employed, 8,978; number of pieces correct to each error, 10,626.

Per cent of increase in mail matter distributed, 1,539.95.

Per cent of increase in efficiency, 222.48.

Per cent of increase in force, 259.12.

This, in general terms, means that the clerk of the present day not only does nearly five times as much work as the 1877 clerk, but does it with one-third the number of errors for an equal amount handled.

In connection with this increased amount of work required of the clerk of the present day, which, though more complicated, is being better done, as compared with what his predecessor did years ago, there is also this to be said in justification of his receiving a somewhat more liberal salary, and that is, that with the increased frequency of train service and higher rates of speed—things which go to make up the modern railroad service—there is the concomitant evil of greater risk to life and limb. This is undeniable and requires no argument.

We must also not lose sight of the fact that the clerk in the railway post-office is on a different footing from other clerks employed in the postal service. As a rule, he is required, from the nature of his calling, to be away from home a good part of his time—sometimes it is one-half and sometimes one-third—which necessarily compels him to spend part of his salary in meeting his board and lodging bills when away from home. His salary is therefore reducible to that extent, as compared with the compensation given to his collaborators in the postal field of duty. In addition to that, his work is more exhausting and more complicated than theirs, and he is called to face the danger of the rail while they are not.

This extra expense that a postal clerk is put to on account of the peculiarity of his vocation is a feature that is recognized by foreign governments. They make him allowance to cover just such inroads into his usual stipend. In Great Britain the traveling sorters receive an allowance of from 75 cents to \$1.25 per trip. In France they get from \$140 to \$300 per annum. In Germany they receive about one-half a cent a mile for subsistence; also an allowance of from 18 to 37 cents a day for a lay-over of six hours or more. In Canada the clerks receive one-half cent a mile on day trains and 1 cent a mile on night trains, the night service lasting from 8 p. m. to 8 a. m.

All these things, therefore, require consideration in connection with this increased salary question, and if it should please Congress to place a law on the statute book putting our reorganization and reclassification measure into effect, we would feel more than ordinarily well satisfied, as we fully believe that it would benefit both interests—that of the employer and that of the employee. The increased reward for his services would naturally place the clerk upon a higher ethical plane, which would manifest itself in a better and more conscientious performance of his duty.

PROTECTION OF CLERKS WHILE IN THE DISCHARGE OF THEIR OFFICIAL DUTIES.

I beg to reiterate again my recommendation, which has appeared in the annual report of this office for the last five or six years, making it a United States offense to assault a postal clerk while having custody of the mails. Some of our men while at work in their cars, at different times, have been assaulted by intoxicated men and knocked senseless, and an assault on a postal clerk, whether actuated by personal malice or not, is something more than an assault upon a private citizen. An attack upon a postal clerk having mail in charge may react upon the mail itself, and involve it in depredation or loss.

During the second session of the Fifty-fourth Congress (1897-98) Mr. Livingston, of Georgia, introduced the following bill, which is patterned after the measure of law which protects letter carriers while in the discharge of their duties:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every person who, by violence, enters a railway post-office car or apartment assigned to the use of the Railway Mail Service, or who willfully and maliciously assaults a railway postal clerk while in the discharge of his duties as such, and every person who willfully aids or assists therein, shall, for every such offense, be punishable by a fine of not less than one hundred dollars and not more than one thousand dollars, or by imprisonment for not less than one year and not more than three years.

This bill has not yet been enacted into law. I hope, however, that Congress will take it up at its coming session and enact it into law.

CIVIL-SERVICE METHODS.

The advantages which have accrued to the Railway Mail Service by its having been included within the civil-service classification have been the more apparent as time has passed. Considerably more than 70 per cent of those now upon the rolls have obtained their appointments through examination and certification by the Civil Service Commission, and the general excellence of the personnel of the service amply verifies the value of the present system and the tests applied. This has been especially noticeable since the commission, upon the recommendation of this office, has rejected the applications of all those having physical defects which are held to be of a character that would impair the usefulness of such persons after selection.

The only suggestions which this office has at this time to make in the direction of improvement are two, which have commended themselves after a long experience and observation, namely, that the minimum weight for applicants be advanced from 125 pounds to 135 pounds, and the minimum height from 5 feet 4 inches to 5 feet 6 inches. It is thought that these further restrictions upon applicants would not materially reduce the number of eligibles, and on the other hand would work a betterment in the physical qualifications and adaptability of the clerks secured.

RAILWAY POSTAL CARS.

The postal car is the postal clerk's workshop, and it is our duty to see that his surroundings are made as safe and as pleasant as possible. This we have done by scrutinizing the equipment furnished by the railroad companies. For some time past we have required of them

that the postal car shall be built in accordance with our plans and specifications, which are based on tried and successful principles. They show what material shall be used and how it shall be fitted together so as to give us a car of the maximum resisting strength and carrying capacity. They also call for the best modern improvements in the way of Miller platforms, Janney couplers, vestibuling, lighting and heating arrangements, and all that goes to make up the scientifically constructed and durable car of these times.

We have had reason on more than one occasion to congratulate ourselves that we have paid so much attention to the construction of the postal car, for it has been no uncommon thing for the car to be found in quite good shape after a collision had occurred, the mails practically intact and the clerks uninjured, or at least not badly hurt, whereas if the car had had any weak points the mass of metal before it in the shape of the tender and engine, very often weighing in the neighborhood of 100 tons, would have laid them bare in collision, and I fear we would have had a very different and sad story to relate in recording the events.

In connection with the construction of the postal car as specifically applied to the vestibuling feature, it is well to state here that we have given the railroad companies the choice of building it on the Pullman vestibuled or the "mule end" style, so as to conform to the rest of their train equipment in this respect. A short description of the "mule-end" car is not out of place. It is a car built without platforms, and that is where it essentially differs from the ordinary car. It has, however, the diaphragm and the iron plates in connection with it to form a vestibule like the usual Pullman vestibuled car. The "mule-end" form of construction offers peculiar advantages for resistance to the impact of collisions and many of our largest railroads have adopted it in the building of all train equipment. The solidly built up, no-platform car has no platform intervening to interfere with its strongly fortified ends, and while of necessity our clerks have to use the side doors to get in and out of the car (there being no platform steps), still the advantage mentioned above more than offsets the disadvantage just stated. The "mule-end" car, furthermore, has another advantage, and that is this: There being no platform steps, there are no unguarded places on which tramps can ride, which is of no small moment in the safe conduct of the mail in transit, as can readily be understood.

Gas and electricity form the principal illuminants in the postal car, with oil lamps as auxiliaries in emergencies. Artificial light, as we all know, is of prime importance in the car. Our clerks have to work in swaying cars going at full speed, and are further handicapped by illegible addresses on mail matter, and nothing is more destructive to eyesight and nerves or more wasteful of time than a poor light under such conditions.

Steam has generally been adopted by the large trunk lines for the warming of their trains, and it makes an ideal agent for this purpose, as it is at the same time clean and safe, two very important items in the heating of the postal car.

DISTRIBUTION AND DISPATCH OF MAILS IN POST-OFFICES.

The Postal Regulations place the distribution and dispatch of mails from all post-offices and in all postal cars under the charge of the

General Superintendent of Railway Mail Service. Whatever may have been the idea of the originators of the system of distribution of mail in transit, and they certainly could not have foreseen the vast proportions to which the Railway Mail Service has now attained, they certainly laid the foundation broad enough and deep enough to meet all possible conditions, and its magnificent development has been due to that fact.

They planned to cover the entire field of distribution and dispatch, and they forecasted the necessities incident to its growth with wonderful accuracy.

The proposition that reward should follow merit was early established in the service, and that it was faithfully carried out is shown by the fact that to-day every prominent official connected with the service is a man who has risen from the ranks and, with one exception, I think, has run for a longer or shorter period as a clerk in a postal car performing actual distribution. The principle embodied in the civil-service law was in effect in the Railway Mail Service before the adoption of that law, and for years prior to its being placed under the law in May, 1889, a system of examinations had been established and a probationary term, during which the clerk must demonstrate his fitness for the service, had been in vogue. Promotions were also based upon the efficiency records of the clerks, and appointments were distributed among the various Congressional districts in proportion to the mileage of the various lines in those districts. This did away in a great measure with the political pressure for appointments, as it was recognized that the distribution of places under the system adopted was fair and impartial to all. The placing of the service under the law wrought but little change, therefore, beyond the establishment of an eligible register in each State from which selections for appointment could be made independent of Congressional districts and political influences. The scope of the examinations for admission to the eligible register was outlined so as to meet the necessities of the service and prominence given to those features most essential in the actual work to be performed. I speak of these matters only to emphasize the statement before made—that the originators of the service built upon the broadest lines and evidently contemplated the ultimate absorption under one head of the entire work of distribution and dispatch of mails. The service as it stands to-day is a monument to their wisdom and far-sightedness. Their successors have simply filled in the details of the original plan. The enormous growth of the service has necessarily called for a subdivision of the work of administration, but that has been so effected and systematized as to still leave the full control of the service in the hands of the General Superintendent, acting under the Second Assistant Postmaster-General.

So much for the Railway Mail Service proper. The distribution and dispatch of mails from post-offices also comes under the same authority to the extent that the distribution is made in accordance with schemes prepared by officials of the Railway Mail Service, and all orders for the dispatch of mails, the establishment and discontinuance of exchanges, the keeping of records of mails received and sent, of errors made and noted are issued by the superintendents of the various divisions of the Railway Mail Service.

In many of the larger offices the mailing divisions are in charge of men selected from the Railway Mail Service and qualified by long

experience in the service and thorough acquaintance with its methods to govern and conduct those divisions on lines in harmony with the general scheme of distribution on the cars. The placing of these men in charge of the mailing divisions as early as 1872, and the extension of the practice until all of the leading offices in the country were so equipped, indicated clearly that it was a part of the original scheme to make the distribution in post-offices and the distribution on the cars parts of one grand system which would entirely cover the field of distribution and dispatch of mails throughout the country under one head and working in perfect accord the one with the other. My judgment is that the more this idea is considered the more it will grow in favor, because I believe it will be seen that its tendency will be to benefit the service in general.

The special weighing of mails which took place two years ago showed that a large proportion of all mail matter is for outside delivery, and is handled in the mailing division in accordance with schemes prepared and under orders issued by the officials of the Railway Mail Service, who, however, have no control over the government of the force selected to work in accordance with and carry out their instructions. There would be an advantage, I think, in having a closer relation between these two branches of the service and a more direct responsibility of the clerks in post-offices to the authority under which, in accordance with the regulations, they actually work. If the employees of the mailing divisions of the larger post-offices were appointed under the same restrictions governing entry into the Railway Mail Service as to age, height, weight, and academical requirements, with the same assurances that their tenure of office and promotion in the service would be based upon good behavior and efficiency in work, eligible for transfer to a position on the road should they desire it, or should the necessities of the service demand it, thus making the entire force, whether in a post-office or on the cars, available for emergency work, such as to relieve the congestion which frequently occurs in both, it would materially, I think, increase the efficiency of the mailing divisions.

The postmasters at all of the larger post-offices in the country will, I think, bear me out in the statement that the force in the mailing divisions of their offices is at times utterly inadequate to properly perform the work unexpectedly thrown upon them. On the other hand, complaints are frequent that the Railway Mail Service does not always complete the work which it has undertaken of distributing the mail for certain cities for stations and carriers. By having an interchangeable force many of these difficulties could be overcome and the work performed more satisfactorily and, beyond a doubt, more economically.

There is a tendency, I think, in some offices at least, to underrate the value and importance of the mailing divisions. The responsibility of an office for the delivery of mail to its patrons is direct and unavoidable. If a carrier is late on his route, if he delivers a letter to the wrong house, if he fails in his duties in any particular, the local office is responsible for it. The same is true of other divisions of the office with which the local public comes in contact and the necessity for placing these divisions in first-class condition is constantly impressed upon the postmaster and his subordinate officers, but the mailing division does not come into immediate contact with the local public, which, therefore, does not feel the irregularities of that division as quickly as it does those of the other divisions, and the necessity for

improvement is not brought to the attention of the responsible officer as promptly.

With certain classes of matter prompt dispatch is of greatest importance. Among these are the daily papers, whose very success is dependent to a large degree upon their promptly reaching their subscribers, weather bulletins, market reports, and a number of other classes which might be mentioned, whose value depends almost entirely upon their prompt handling in the mailing division.

This office feels an intense interest in this matter because the mailing divisions are so closely allied to the Railway Mail Service.

My idea is to cover the entire work of distribution, both of outgoing and incoming mail, at the larger offices under one management, either a chief clerk or superintendent of mails, taking the outgoing mail from the public and seeing that it is expeditiously dispatched and delivering the incoming mail properly made up for carriers. This, however, to apply only at main offices at which a full distribution of both outgoing and incoming mail is undertaken. The Railway Mail Service is now handling in various ways, according to local requirements, the mail for nearly all of the larger offices, and under the change would simply extend and complete what it now accomplishes but partially.

I would therefore recommend that the mailing divisions of all offices in which the gross receipts amount to more than \$300,000 per annum be assigned to the Railway Mail Service; that the expense incident to said mailing divisions in the matter of clerk hire, necessary furniture and fixtures, be added to the appropriation for the Railway Mail Service, and that this office be authorized to take up with the Civil Service Commission such questions as will naturally arise in connection with the transfer of the force of said mailing divisions to the Railway Mail Service.

SECOND-CLASS MAIL.

The following tabular statement of the total amount of second-class mail received from publishers during the last five fiscal years furnishes the keynote to the importance of the subject:

	Pounds.
1897.....	310, 658, 155
1898.....	336, 126, 338
1899.....	352, 051, 608
1900.....	382, 538, 999
1901.....	429, 444, 573

By the above it will be seen that the yearly increase has been greater than ever before, viz, 46,905,574 pounds over the previous year. It must be remembered also that these figures are precise and not estimates, being based on the revenue from this source, and they show how this class of mail by its enormous quantity, if not properly separated by publishers, imperils the proper and speedy handling of itself and other classes of mail.

No other country in the world makes such an enormous exhibit. If to this total for the year we add the following estimated amount of free in county mail, viz, 71,574,095 pounds, it will bring the grand total up to 501,018,668 pounds, or 256,609 tons, equal to 25,650 carloads of 10 tons each.

The accompanying detailed Statements A and B show that taking 137 of the largest cities the gain in "fully made up" sacks for the month of June last, as compared with the same month the previous year, is 70,309 sacks. This is mail received from publishers made up by States, cities, or routes, so that it can be forwarded immediately from the post-office of origin, without distribution there, an enormous advantage for the speedy dispatch of the mail.

The percentage of entirely unseparated or "mixed" mail has been reduced during the year from 18.8 to 15.3 per cent, a gain of 3.5 per cent.

In New York City the "fully made up" mail during June amounted to 85,146 sacks (a gain over the previous year of 14,454 sacks), which at the same rate for a year would amount to 901,752 sacks which the New York post-office merely receives at the door and sends away intact, and these sacks average 48 pounds each. Also the percentage of "mixed" (that is, unseparated mail) received from publishers during the month is now but 9.8 per cent, a diminution during the year of over 4 per cent in this class of matter, and a corresponding gain to publishers and to the service.

In Chicago the total number of "fully-made-up" sacks for June was 77,451, a gain of 16,502 sacks over the previous year, and these sacks average 41 pounds each.

The average weight of the "fully-made-up" sacks for 137 post-offices is 42 pounds, as against 41 pounds for the previous year.

The average weight of all sacks is 45 pounds, as against 46 pounds the previous year.

Chicago, Ill., as usual, leads among the largest post-offices, having only 7.1 per cent of mixed, and this is widely extended among the publications; 17 of them sending in 68,211 sacks, of which 1,905 were mixed, or less than 3 per cent.

In New York City 1 publication sent in 208 sacks, and no mixed.

Four morning editions of daily papers sent in 24,913 sacks, of which only 645 were mixed, or less than 3 per cent.

Of the weeklies and monthlies, 3 of the largest sent into the post-office 16,902 sacks, of which 579 were mixed, a little over 3 per cent of the whole.

In Philadelphia, Pa., out of 7,195 sacks sent in by 3 publications there were but 613 sacks of mixed.

In Boston, Mass., 1 publication sent in 614 sacks, without any mixed, and 4 publications sent in 8,800 sacks, with only 313 mixed, or 3.5 per cent.

In St. Louis, Mo., 3 publications sent in 1,875 sacks, of which only 106 were mixed; 5.5 per cent.

Washington, D. C., had 7 publications sending in 4,090 sacks, of which only 7 per cent were mixed.

Cincinnati, Ohio, while not showing many superior records of individual publications, has exhibited a marked general advance all along the line.

In San Francisco, Cal., 7 publications sent in 12,851 sacks, of which only 303 were mixed, being a little over 2 per cent.

Baltimore maintains its reputation, 5 of its publications having sent in 5,354 sacks, of which none were mixed.

Worcester, Mass., enjoys the unique distinction that out of a total of 2,248 sacks it had no mixed at all.

Indianapolis, Ind., 2 publications sent in 3,215 sacks, of which only 1.4 per cent were mixed.

Lincoln, Nebr., had 3 publications, which sent in 4,423 sacks, with only 56 mixed.

Minneapolis, Minn., had 4 publications sending in 13,263 sacks, of which only 1 per cent was mixed.

Detroit, Mich., had 5 publications sending in 5,950 sacks, of which only 357 sacks were mixed.

Charleston, S. C., had 1 publication which sent in 654 sacks, all "Fully made up."

Dallas, Tex., had 4 publications which sent in 2,222 sacks, of which but 3 per cent were mixed.

In Elgin, Ill., 1 publication sent in 4,316 sacks; no mixed.

Galveston, Tex., had 1 publication sending in but 30 sacks of mixed out of 1,149.

In Houston, Tex., 2 publications sent in 3,536 sacks; no mixed.

In Omaha, Nebr., 3 publications sent in 6,366 sacks; only 4 per cent mixed.

In Portland, Me., 1 publication sent in 1,021 sacks, and no mixed.

Norfolk, Va., had 2 publications sending in 702 sacks, and no mixed.

Sioux City, Iowa, had 3 publications sending in 1,498 sacks; no mixed.

Topeka, Kans., had 2 publications sending in 2,341 sacks, of which none was mixed.

Waterville, Me., had 4 publications sending in 5,701 sacks, of which 165 only were mixed.

Waco, Tex., had 1 publication sending in 305 sacks, none of which was mixed.

In New Haven, Conn., 3 publications sent in 586 sacks, of which none was mixed.

In St. Paul, Minn., out of 5 publications sending in 11,794 sacks, only 340 of them were mixed, or less than 3 per cent.

In regard to the above, it should be understood that they all have reference to the record of one month, and that "mixed" mail is that received from publishers without any separation whatever by States, cities, or routes.

FREE IN COUNTY MAIL.

An examination of Table A shows peculiar results in regard to the "Free in county mail." There are some cities having none at all, others having more free than paid matter. This feature would be far more striking if it could be shown by rural sections, where there are counties in which the revenue of the Department from this source is practically nothing, the papers nearly all passing free through the mails.

Unfortunately, also, the free mail gives more trouble than the paid, particularly because, being all in one county, not much can be done in the way of advance separations by the publisher, except by local routes. This leads to an unwillingness to make any separation at all, which practically rates their whole matter as mixed, rendering it liable to delay in itself, and liable, in a congestion, to delay other mails, and yet the benefits of these advance separations in the smaller cities are proportionate to those in the larger ones, as publications generally reach

the post-office about the same day of the week and the same time of day, so that the effect of congestion, though not so great as in the large post-offices, is quite as real.

[At offices marked with an asterisk (*) a representative of the Department cooperated personally with the local officials among publishers during the year.]

Post-office.	June, 1900.		June, 1901.					
	Fully made up (sacks).	Mixed (per cent).	Fully made up.			Mixed.		
			Sacks.	Increase.	Decrease.	Per cent.	Decrease.	Increase.
New York:								
General post-office	52,071	15.3	63,028	10,957		9.9	5.4	.....
Branch H.	18,621	9	22,118	3,497		9.5		0.6
Combined	70,692	13.9	85,146	14,454		9.8	4.1	.....
Chicago, Ill.	60,949	8.6	77,451	16,502		7.1	1.5	.....
Philadelphia, Pa.	10,571	18.6	14,317	3,746		15	3.6	.....
*St. Louis, Mo.	17,983	26.2	20,159	2,176		17.6	8.6	.....
Boston, Mass.	11,867	24.3	12,745	878		19.4	4.9	.....
Kansas City, Mo.	10,362	13.2	15,399	5,037		17.3		4.1
*Minneapolis, Minn.	18,576	8.9	16,947		1,629	11.2		2.8
*Augusta, Me.	14,441	32.6	13,667		774	27.1	5.5	.....
San Francisco, Cal.	13,520	6.6	14,156	636		6.4	.2	.....
Cincinnati, Ohio	8,370	27	4,661	791		20.9	6.1	.....
St. Paul, Minn.	11,901	14	12,477	576		8.7	5.3	.....
Detroit, Mich.	5,314	22.8	6,658	1,339		13.7	9.1	.....
Pittsburg, Pa.	1,018	19.2	1,058	35		27.1		8.8
Cleveland, Ohio.	1,635	29.6	2,554	919		21.9	5.5	.....
Milwaukee, Wis.	8,401	18.7	8,835	434		12.4	1.3	8.2
Atlanta, Ga.	4,120	13.7	5,138	1,018		21.1	16.6	.....
Des Moines, Iowa.	3,306	87.7	6,702	3,397		20	9	.....
Denver, Colo.	6,715	20.9	6,436		279	11	1.8	.....
Omaha, Nebr.	6,813	12.3	7,785	972		15.1		4.2
Baltimore, Md.	3,639	10.9	4,177	538		2.1	2	.....
Elgin, Ill.	5,462	4.1	5,049		413	6	1.2	.....
Lincoln, Nebr.	6,159	7.2	6,650		509	6	1.2	.....
Springfield, Ohio	3,608	21.6	2,557		1,051	23.5		1.9
Springfield, Mass.	3,828	16.3	4,489	661		15.1	1.2	.....
Washington, D. C.	2,224	18	2,406	182		19.8		1.3
*Nashville, Tenn.	1,688	37	1,754	66		81	6	.....
Indianapolis, Ind.	1,268	13	4,696	3,428		5.7	7.3	.....
Louisville, Ky.	1,698	18.9	2,019	321		21.2		2.3
*Dallas, Tex.	700	70.8	1,417	717		15.6	55.2	.....
New Orleans, La.	121	51.4	814	698		40	11.4	.....
Waterville, Me.	2,185	6.2	5,179	2,994		4	2.2	.....
Buffalo, N. Y.	2,280	37.2	280	0		46.8		9.6
Toledo, Ohio.	1,535	19.4	1,549	14		20.8		1.4
Brooklyn, N. Y.	1,184	30	1,578	394		17.1	12.9	.....
Topeka, Kans.	2,709	3	2,987	278		5		2
Richmond, Va.	446	60.4	349		97	46.2	14.2	.....
Columbus, Ohio.	654	66.6	327	173		55	11.6	.....
Seattle, Wash.	1,499	30.9	1,980	481		19.2	11.7	.....
Los Angeles, Cal.	387	30.8	912	525		15	15.8	.....
St. Joseph, Mo.	2,678	16.2	3,606	927		8.2	8	.....
*Memphis, Tenn.	341	26.7	631	290		19.7	7	.....
Salt Lake City, Utah	1,455	22	1,660	205		16.1	5.9	.....
Utica, N. Y.	3,632	6.6	3,572		60	.7		.4
Williamsport, Pa.	1,269	9.6	1,439	170		9.1	.5	.....
Rochester, N. Y.	596	65	616	20		68.1		3.1
Houston, Tex.	1,461	14.4	3,432	1,971		1.6	12.8	.....
Dayton, Ohio.	334	68.2	387	53		64.3	3.9	.....
Sioux City, Iowa.	2,070	13	2,469	399		9.5	3.5	.....
Peoria, Ill.	191	59.9	191	0		71		11.1
Grand Rapids, Mich.	1,928	18	1,091		837	22		4
Syracuse, N. Y.	852	48.5	743		109	45.8	32.2	.....
Troy, N. Y.	103	73	250	147		67.3	5.7	.....
Bangor, Me.	990	71.6	1,785	795		13.4	58.2	.....
Portland, Me.	918	11.6	1,085	167		9.9	1.7	.....
Portland, Oreg.	813	21.1	733		80	38.7		17.6
Albany, N. Y.	499	58.4	443		56	54.5		1.1
Dubuque, Iowa.	1,508	28.5	1,674	166		27.6	.9	.....
Battle Creek, Mich.	601	88.7	589		12	87	1.7	.....
Worcester, Mass.	1,427	2.2	1,779	352		0	2.2	.....
Cedar Rapids, Iowa.	844	24.2	2,014	1,170		10.6	18.6	.....
Girard, Kans.	703	41	968	265		26.8	14.2	.....
Raleigh, N. C.	1,855	.....	2,012	657		12.5		.....
Hartford, Conn.	71	78	183	112		61.6	16.4	.....
Spokane, Wash.	1,008	14	1,008	0		17.5		8.5
Providence, R. I.	507	19	381		126	40.1		21.1
Quincy, Ill.	774	34	605		169	34.9		.9
Birmingham, Ala.	741	34.3	1,162	421		27	7.8	.....
San Antonio, Tex.	446	30.5	470	24		35.7		5.2

Post-office.	June, 1900.		June, 1901.					
	Fully made up (sacks).	Mixed (per cent).	Fully made up.			Mixed.		
			Sacks.	In-crease.	De-crease.	Per cent.	De-crease.	In-crease.
Galveston, Tex.	721	24.2	1,278	557		14.1	10.1	
Sevannah, Ga.	528	27	765	237		21.7	6.3	
Montgomery, Ala.	742	18.2	777	35		15.1	3.1	
Wichita, Kans.	967	12.7	1,087	180		12.9		2
*Little Rock, Ark.	155	71	335	180		54.2	16.8	
Scranton, Pa.	128	50	309	181		29.4	20.6	
Jacksonville, Fla.	998	19.6	974		24	13.2	6.4	
Chattanooga, Tenn.	671	11.4	652		19	11.2	.2	
Harrisburg, Pa.	126	74	123		3	75.4		1.4
Lancaster, Pa.	106	88	179	74		70	13	
Springfield, Ill.	119	28	119	0	0	20.7	7.3	
Oakland, Cal.	666	18.5	535		131	23.2		4.7
Duluth, Minn.	524	26	715	191		20.1	5.9	
Rockford, Ill.	58	76.4	164	106		70	6.4	
Newark, N. J.	468	22.5	340		128	12.6	9.9	
Manchester, N. H.	637	15.1	609		28	18.3		3.2
Macon, Ga.	681	20	692	61		12.2	7.8	
Helena, Mont.		100	285	285		46.2	58.8	
Baginaw, Mich.	420	23.5	562	142		10.5	13	
New Haven, Conn.	876	16.3	893	17		14	2.3	
Burlington, Iowa.	205	40.4	226	21		33	7.4	
Racine, Wis.	114	24.5	190	76		23.3	1.2	
Elmira, N. Y.	1,032	7.5	1,165	133		7	.5	
Norfolk, Va.	4	49.6	683	679		1.8	47.8	
Council Bluffs, Iowa.	60	80.4	42		18	89.4		9
Knoxville, Tenn.	112	68	187	75		60	8	
Binghamton, N. Y.	896	20	680		216	21.4		1.4
Charleston, S. C.	710	7.3	683		27	3.8	3.5	
Sacramento, Cal.	206	56.6	256	50		35.6	21	
Allegheny, Pa.	134	49	251	117		31	18	
Fort Atkinson, Wis.	427		452	25		18		
Jersey City, N. J.			246			18		
Lexington, Ky.	54	76	29		25	88.5		12.5
Fort Wayne, Ind.		88	62	62		70	18	
Augusta, Ga.	115	65	64		51	81.8		16.8
Burlington, Vt.	156	61	162	6		57	4	
Evansville, Ind.	3	86	2		1	92		6
Davenport, Iowa.	105	50.	91		14	46.7	3.3	
Floral Park, N. Y.	304	36.6	301		3	16	20.6	
Tacoma, Wash.	637	12.7	609		28	13.6		9
Kalamazoo, Mich.		100	80	80		75.2	24.8	
Reading, Pa.	205	40.4	287	62		47.3		6.9
Bloomington, Ill.	45	64	72	27		36.5	27.5	
La Crosse, Wis.	0	95	59	59		48	47	
Wheeling, W. Va.	233	52.4	216		17	63.5		11.1
Concord, N. H.	65	51.6	108	43		21.6	30	
Wilkesbarre, Pa.	10	99	8		2	94.9	4.1	
Youngstown, Ohio.	0	57	0	0	0	100		48
Terre Haute, Ind.	0	58	0	0	0	53.6	4.4	
*Wilmington, Del.	0	100	184	184		22.5	77.5	
Canton, Ohio.	4	99	4	0	0	98.3	.7	
*New Bedford, Mass.	31	85	69	38		67	18	
Allentown, Pa.	104	78	108	4		31.5	46.5	
*Lowell, Mass.	0	71	0	0	0	65.6	4.5	
San Jose, Cal.	1	55	79	78				
Fort Worth, Tex.	31	78	17		14	81.6		3.6
*Trenton, N. J.	52	39	40		12	32.7	6.3	
*Waco, Tex.	264	30	270	6		6.6	23.4	
Erie, Pa.	0	97	0	0	0	99		2
El Paso, Tex.	130	5.1	131	1		13.2		8.1
*Paterson, N. J.	0	56	42	42		5.2	50.8	
*Waterbury, Conn.	0	100	97	97		16	84	
*Camden, N. J.	10	88	18	8		48.5	39.5	
*Bridgeport, Conn.	14	93	32	18		31.6	61.4	
Decatur, Ill.	0	35	21	21		59.4		24.4
York, Pa.	52	91	254	202		22.5	68.5	
Poughkeepsie, N. Y.	223	45	157		66	46		1
Net increase	369,720	18.8	440,029	70,309		15.3	3.5	

Post-office.	Number of publi- cations.	Weight.		Total sacks mailed.	Average weight of fully made up.	Sacks fully made up.	Per cent of whole.	Sacks partly made up.	Percent of whole.	Sacks mixed.	Per cent of whole.
		Mailed at 1 cent a pound.	Free in county.								
New York:											
General post-office..	795	5,688,792		110,659	45	63,028	57	36,672	33.1	10,959	9.9
Branch H.....	229	2,136,040		34,305	57	22,118	64.5	8,925	26	3,262	9.5
Combined	1,024	7,724,832		144,964	48	85,146	58.9	45,597	31.3	14,221	9
Chicago, Ill.....	651	4,623,483	2,323	108,202	41	77,451	71.6	23,080	21.3	7,671	7.1
Philadelphia, Pa.....	326	1,981,730		25,200	72	14,317	56.8	7,094	28.2	3,789	15
* St. Louis, Mo.....	158	1,826,237		32,846	70	20,159	61.4	6,898	21	5,789	17.6
Boston, Mass.:											
General post-office..	273	1,482,199		29,405	50	12,745	43.3	10,957	37.3	5,703	19.4
Stations	131	54,173	20	1,183	46	521	44	217	18.4	445	37.6
Combined	404	1,536,372	20	30,588	50	13,266	43.4	11,174	36.5	6,148	20.1
Kansas City, Mo.....	96	977,544	860	21,664	42	15,399	71.1	2,509	11.6	3,756	17.3
Minneapolis, Minn.....	167	731,745	180	19,981	34	16,947	84.8	792	4	2,242	11.2
* Augusta, Me.....	13	616,668	3,104	23,335	22	13,667	58.5	3,363	14.4	6,305	27.1
San Francisco, Cal.....	226	549,484		17,213	29	14,156	82.2	1,955	11.4	1,102	6.4
Cincinnati, Ohio.....	144	545,821	1,554	12,103	64	4,661	38.5	4,909	40.6	2,533	20.9
St. Paul, Minn.....	71	485,682		13,953	32	12,477	89.5	259	1.8	1,217	8.7
Detroit, Mich.....	106	472,384	4,454	10,199	44	6,653	65.2	2,150	21.1	1,396	13.7
Pittsburg, Pa.....	91	443,933	9,584	7,831	45	1,053	13.5	4,626	59	2,152	27.5
Cleveland, Ohio.....	173	419,428	2,021	7,647	50	2,554	33.4	3,250	42.5	1,843	24.1
Milwaukee, Wis.....	94	403,793	4,899	11,754	32	8,835	75.5	291	2.6	2,628	21.9
Atlanta, Ga.....	70	338,193		6,355	50	5,133	80.8	433	6.8	789	12.4
Des Moines, Iowa.....	71	333,020	2,575	8,952	45	6,702	74.6	356	4.3	1,894	21.1
Denver, Colo.....	105	328,331	356	8,841	32	6,436	72.8	634	7.2	1,771	20
Omaha, Nebr.....	72	319,908	1,346	9,415	32	7,785	82.7	593	6.3	1,037	11
Baltimore, Md.....	148	302,151	1,220	7,612	30	4,177	54.9	2,286	30	1,149	15.1
Elgin, Ill.....	20	288,729	1,466	5,276	56	5,049	95.8	110	2.1	111	2.1
Lincoln, Nebr.....	61	269,207	1,416	6,254	43	5,650	90	229	4	375	6
Springfield, Ohio.....	28	261,909	2,051	3,913	71	2,557	65.4	437	11.1	919	23.5
Springfield, Mass.....	34	241,612	3,154	5,421	42	4,489	82.8	109	2.1	823	15.1
Washington, D. C.....	89	238,192	473	5,511	33	2,406	43.8	2,036	36.9	1,069	19.3
* Nashville, Tenn.....	67	229,441	1,280	3,600	64	1,754	48.7	731	20.3	1,115	31
Indianapolis, Ind.....	98	220,160	150	7,405	20	4,696	63.4	2,287	30.9	422	5.7
Louisville, Ky.....	79	208,234	197	4,983	31	2,019	40.5	1,907	38.3	1,057	21.2
* Dallas, Tex.....	67	191,024	2,808	4,417	41	1,417	32.2	2,310	52.2	690	15.6
New Orleans, La.....	72	171,623		3,001	37	814	27	985	33	1,202	40
Waterville, Me.....	19	169,287	509	5,815	30	5,179	89.1	402	6.9	234	4
Buffalo, N. Y.....	82	149,948	2,823	3,147	36	280	9	1,392	44.2	1,475	46.8
Toledo, Ohio.....	50	131,924	340	2,436	59	1,549	63.6	380	15.6	507	20.8
Brooklyn, N. Y.....	79	115,335		2,819	40	1,578	55.9	758	27	483	17.1
Topeka, Kans.....	44	113,769	1,987	3,432	33	2,987	87	275	8	170	5
Richmond, Va.....	60	105,006		1,978	48	349	17.7	715	36.1	914	46.2
Columbus, Ohio.....	74	104,138	2,613	2,291	34	827	36.1	205	8.9	1,259	55
Seattle, Wash.....	60	103,833	511	2,486	40	1,980	79.6	29	1.2	477	19.2
Los Angeles, Cal.....	95	97,251	7,685	1,901	42	912	47.9	704	37.1	285	15
St. Joseph, Mo.....	27	94,050	1,427	4,018	22	3,605	89.7	81	2.1	332	8.2
* Memphis, Tenn.....	29	90,810	357	1,744	38	631	35.4	779	44.9	334	19.7
Salt Lake City, Utah.....	36	88,975	1,510	2,130	40	1,660	77.9	127	6	343	16.1
Utica, N. Y.....	19	87,061	12,755	3,899	25	3,572	91.6	54	1.4	273	7
Williamsport, Pa.....	11	86,143	5,396	1,828	50	1,439	78.7	222	12.2	167	9.1
Rochester, N. Y.....	58	80,988	8,953	2,007	36	616	30.7	24	1.2	1,367	68.1
Houston, Tex.....	23	77,904	212	3,636	20	3,432	93.8	166	4.6	38	1.6
Dayton, Ohio.....	62	74,863	624	1,603	39	387	24.1	186	11.6	1,030	64.3
Sioux City, Iowa.....	29	71,935	3,095	2,823	23	2,469	87.1	85	3.4	269	9.5
Peoria, Ill.....	31	68,172	9,771	802	166	191	24	42	5	569	71
Grand Rapids, Mich.....	44	67,133	11,565	1,655	39	1,091	65.8	201	12.2	363	22
Syracuse, N. Y.....	42	64,119	14,727	1,066	33	743	46.3	134	8.4	729	45.3
Troy, N. Y.....	33	61,791	8,274	888	38	250	28.1	40	4.6	598	67.3
* Bangor, Me.....	9	61,713	12,646	2,061	32	1,785	86.6			276	13.4
Portland, Me.....	30	52,907	9,874	1,811	31	1,085	60	545	30.1	181	9.9
Portland, Oreg.....	8	52,859	289	1,271	43	733	57.7	46	3.6	492	38.7
Albany, N. Y.....	35	51,282	2,858	1,229	34	443	36.1	116	9.4	670	54.5
Drubque, Iowa.....	28	50,022	4,497	2,319	15	1,674	72.2	5	2	640	27.6
Battle Creek, Mich.....	39	49,321	264	957	48	589	61.5	15	1.5	353	37
Worcester, Mass.....	31	46,911	5,721	2,248	20	1,779	80	469	20		
Cedar Rapids, Iowa.....	30	46,768	6,865	2,324	15	2,014	86.6	64	2.8	246	10.6
Girard, Kans.....	9	44,460	946	1,401	31	968	68.9	60	4.3	373	26.8
Raleigh, N. C.....	39	43,872	113	2,319	37	2,012	86.8	16	7	291	12.5
Hartford, Conn.....	39	43,326	6,068	862	47	183	21.2	148	17.2	531	61.6
Spokane, Wash.....	28	42,270	2,041	1,250	36	1,008	80.6	23	1.9	490	17.5
Providence, R. I.....	35	41,530	2,015	1,219	27	381	31.2	348	28.7	490	40.1
Quincy, Ill.....	27	40,865	8,611	1,009	39	605	60	52	5.1	352	34.9
Birmingham, Ala.....	28	38,189	1,109	1,826	19	1,162	63.6	177	9.4	487	27

Post-office.	Number of publications.	Weight.		Total sacks mailed.	Average weight of fully made up.	Sacks fully made up.	Per cent of whole.	Sacks partly made up.	Per cent of whole.	Sacks mixed.	Per cent of whole.
		Mailed at 1 cent a pound.	Free in county.								
San Antonio, Tex.	28	36,792		783	42	470	60	43	4.3	270	35.7
Galveston, Tex.	17	36,222	80	1,518	18	1,278	84.1	26	1.8	214	14.1
Savannah, Ga.	19	35,544		1,004	39	765	76.3	21	2	218	21.7
Montgomery, Ala.	18	34,921	1,139	915	4	777	84.9			188	15.1
Wichita, Kans.	30	33,808	1,556	1,248	28	1,087	87.1			161	12.9
*Little Rock, Ark.	39	31,825		739	26	335	45.4	8	.4	401	64.2
Scranton, Pa.	28	30,779	6,741	648	68	309	47.7	148	22.9	191	29.4
Jacksonville, Fla.	14	29,457	879	1,233	23	974	80	96	6.8	163	13.2
Chattanooga, Tenn.	21	28,927	42	836	32	652	88	90	10.8	94	11.2
Harrisburg, Pa.	25	28,758	1,561	499	62	123	24.6			376	75.4
Lancaster, Pa.	49	28,399	11,728	667	50	179	25.9	21	8.1	467	70
Springfield, Ill.	22	27,626	6,884	631	50	119	25.8	388	58.6	174	20.7
Oakland, Cal.	45	26,829	556	771	32	535	69.4	57	7.4	179	23.2
Duluth, Minn.	16	24,648	6,038	885	32	715	79.9			180	20.1
Rockford, Ill.	14	24,227	1,691	568	44	164	30			394	70
Newark, N. J.	33	23,446		661	40	340	50	255	37.4	86	12.6
Manchester, N. H.	21	23,160	1,860	841	27	609	72.4	78	9.8	154	18.8
Macon, Ga.	13	22,435		798	29	692	87.3	4	.6	97	12.2
Helena, Mont.	8	22,181	1,631	580	38	255	53.8			245	46.2
Saginaw, Mich.	17	21,616	1,713	886	16	562	69	176	21.5	98	10.5
New Haven, Conn.	57	20,523	1,297	1,207	16	893	74	144	12	170	14
Burlington, Iowa	11	20,149	2,288	539	29	226	42	135	25	178	33
Eacine, Wis.	15	19,885	1,323	619	22	190	30.7	285	46	144	23.8
Elmira, N. Y.	15	19,852	743	1,329	11	1,165	87.8	70	5.2	94	7
Norfolk, Va.	23	19,579		774	23	683	88.3	77	9.9	14	1.8
Council Bluffs, Iowa	17	19,054	716	387	30	42	10.6			355	89.4
Knoxville, Tenn.	20	18,983	1,610	497	6	187	40			310	60
Binghamton, N. Y.	17	18,699	5,246	928	25	680	74.3	49	4.3	199	21.4
Charleston, S. C.	22	17,486	210	710	23	683	96.2			27	3.8
Sacramento, Cal.	14	17,192	1,115	398	21	256	64.4			142	35.6
Allegheny, Pa.	12	16,649	1,803	413	40	251	61	34	8	128	31
Fort Atkinson, Wis.	4	16,504	1,483	560	30	452	80	22	4	86	16
Jersey City, N. J.	13	15,893		359	38	246	68	49	14	64	18
Lexington, Ky.	20	15,680		321	38	29	9	8	2.5	234	88.5
Fort Wayne, Ind.	14	15,326	3,122	430	40	62	14.5	77	15.6	291	70
Augusta, Ga.	15	14,372	24	851	28	64	18.2			287	81.8
Burlington, Vt.	8	13,883	2,927	382	30	162	43			220	57
Evansville, Ind.	19	13,857	166	264	50	2		19	8	248	92
Davenport, Iowa	18	13,262	1,156	366	18	91	25.1	104	28.2	171	46.7
Floral Park, N. Y.	1	12,975		358	35	301	84			57	16
Tacoma, Wash.	15	12,177	1,213	841	15	609	72.4	117	4	115	18.6
Kalamazoo, Mich.	12	11,952	1,929	387	16	80	20.6	16	4.2	291	75.2
Reading, Pa.	35	11,785	5,729	649	21	267	41.2	75	11.6	307	47.3
Bloomington, Ill.	26	11,777	4,301	353	36	72	20.4	152	43.1	129	36.5
La Crosse, Wis.	18	11,647	1,383	289	40	59	20	92	32	138	48
Wheeling, W. Va.	22	11,022	610	604	11	216	35.8	4	.7	894	63.5
Concord, N. H.	38	9,825	1,116	194	60	108	55.7	44	22.7	42	21.6
Wilkesbarre, Pa.	32	9,558	3,921	337	88	8	2.4	9	2.7	820	94.9
Youngstown, Ohio	13	8,919	2,048	204						204	100
Terre Haute, Ind.	24	8,649	1,625	264				123	46.4	141	58.6
*Wilmington, Del.	24	8,193	1,487	506	11	184	36.4	208	41.1	114	22.5
Canton, Ohio	14	7,967	4,396	248	42	4	1.7			244	98.8
*New Bedford, Mass.	15	7,649	1,020	213	43	69	33			144	67
Allentown, Pa.	19	7,588	8,943	390	24	108	27.7	159	40.8	128	31.5
*Lowell, Mass.	13	7,250	1,880	228				79	34.5	149	65.5
San Jose, Cal.	23	7,022	878	256	21	79	31	67	26	110	43
Fort Worth, Tex.	19	6,753	328	147	4	270	11.6	10	6.8	120	81.6
*Trenton, N. J.	23	6,724	1,039	282	11	17	14.1	150	53.2	92	32.7
*Waco, Tex.	14	6,600	1,608	362	14	40	74.6	68	18.8	24	6.6
Erie, Pa.	15	6,298	7,548	358				8	1	355	99
El Paso, Tex.	16	6,239		151	40	131	86.8			20	13.2
*Paterson, N. J.	21	6,111	472	168	26	42	25	117	69.8	9	5.2
*Waterbury, Conn.	18	5,876	1,279	287	17	97	34	144	50	46	16
*Camden, N. J.	19	5,846	187	136	47	18	13.3	52	38.2	66	48.5
*Bridgeport, Conn.	14	5,776	1,189	278	39	32	11.5	158	56.9	88	31.6
Decatur, Ill.	8	5,747	2,598	209	11	21	10	64	80.6	124	69.4
York, Pa.	23	4,824	9,814	551	17	254	46.1	173	31.4	124	22.5
Poughkeepsie, N. Y.	14	3,700	4,642	289	19	157	54			132	45
Total	7,278	31,220,981	344,564	693,841	42	440,232	63.4	146,988	21.8	106,621	15.3

An examination of all the statements shows that the following cities, in the order of the amount of their second-class mail business, have a record of less than 11 per cent of mixed:

New York, N. Y	9.8	Williamsport, Pa.....	9.1
Chicago, Ill.....	7.1	Houston, Tex.....	1.6
San Francisco, Cal.....	6.4	Sioux City, Iowa.....	9.5
St. Paul, Minn.....	8.7	Portland, Me.....	9.9
Elgin, Ill.....	2.1	Worcester, Mass.....	0
Lincoln, Nebr.....	6	Cedar Rapids, Iowa.....	10.6
Indianapolis, Ind.....	5.7	Elmira, N. Y.....	7
Waterville, Me.....	4	Norfolk, Va.....	1.8
Topeka, Kans.....	5	Charleston, S. C.....	3.8
St. Joseph, Mo.....	8.2	Waco, Tex.....	6.6
Utica, N. Y.....	7	Paterson, N. J.....	5.2

Last year there were 12 offices having less than 11 per cent of mixed mail. This year, it will be seen, there are 22—nearly double the number. This result is manifestly due to the cooperation of publishers and postal officials, and is to their mutual advantage and credit.

CLUB PACKAGES.

Effort has been constantly made to impress upon publishers the importance of grouping all the papers for each post-office together, either in a wrapped or tied package or sack, according to quantity.

STATUTORY PROVISIONS.

In regard to a statutory requirement of publishers to make separation of their mail by States and post-offices when sending to the post-office of origin in quantities, while the majority understand the great advantage of it to themselves and do it, yet there is still a remnant that from various motives refrain, and these are apt to be those who obtain the largest benefit from the low rate of postage on second-class mail. Consequently, mandatory legislation is again recommended. Until this is done those who fail to make the simple advance separations are obtaining an advantage over their more conscientious neighbors, because if all did as these few do the mails of all would be delayed.

THIRD AND FOURTH CLASS MAIL.

The senders of third and fourth class mail are more and more recognizing the importance to them, for the speedy handling and dispatch of their matter, of making a separation of it by States and large cities before sending it to the post-office, which is no greater tax upon them than any other way, if their lists are properly arranged, it being merely a question of system.

PAN-AMERICAN EXPOSITION.

The exhibit of the Railway Mail Service at the Pan-American Exposition at Buffalo, N. Y., consisted of a 60-foot postal car kindly furnished by the Delaware and Hudson Railroad Company, built in conformity with the Department's specifications and equipped with all modern improvements. The car was stationed in the Railway Exhibits building and acted as the mailing division of the branch of the Buffalo post-office which was situated in the Bazaar building on the Exposition grounds.

The car was manned and service in it actually begun May 1, 1901. The clerical force consisted of six clerks the greater part of the

time. The men were selected with a view to their extensive knowledge of distribution, and they entered upon the discharge of their labors in a very energetic and commendable manner. They provided themselves voluntarily with uniform suits of white duck sack coats and caps of the same material. Arrangements were made whereby visitors could enter the car at the end door and pass out at the side door, thereby having a good opportunity to observe the manner of working without in any way interfering with it. The clerks explained the manner of performing the work, answered all questions, and furnished information to all who desired it. They distributed several thousand copies of a pamphlet prepared by the Postmaster-General, entitled "The Greatest Business Organization in the World," and also a large number of pamphlets containing a brief sketch of the Railway Mail Service, its history and principal features, prepared by Superintendent Victor J. Bradley.

There were distributed in the car from May 7 to November 2, 87,254 letter packages and 688 sacks of papers. This would amount to 3,490,160 letters and 103,200 pieces of paper mail, a total of 3,593,360 pieces. The interest taken by the public in this exhibit was shown by the large number of persons who visited the car. There was no count kept during May or June of the number of visitors, but in July there were 45,891; August, 142,543; September, 141,967; October, 138,472, and November (two days), 13,425. Making a reasonable allowance for May and June, it is safe to say that during the Exposition more than a half million people visited the postal car.

The interchange of mails between the Buffalo general office, the branch post-office on the Exposition grounds, and the Pan-American railway post-office car was maintained by an automobile service which most of the time made at least five round trips per day, occupying from one and a half to two hours in making the round trip. In addition to this there were frequent exchanges of mails by closed pouches by the New York Central Belt Line trains.

It is thought that the results achieved by installing the postal car in the Exposition were well worth the labor and expense involved. The public had an exceptionally good opportunity to observe the intent and purpose of the Railway Mail Service and the important part it plays in the maintenance of first-class postal facilities.

IMPROVEMENTS.

The new and improved service established during the past fiscal year represents a total of 30,214.86 miles. Of this total 15,399.26 miles covers the new and improved service applied to the full railway postal-car system, and the remainder, or 14,815.60 miles, indicates the extent of improvement which has been made in the apartment-car service for the period under consideration.

The above total of 30,214.86 miles is nearly 2,000 miles greater than for any other year since and including 1891.

The number of miles of new and improved service for each of the past eleven years is as follows:

Miles.		Miles.	
1891	13,324	1897	22,717
1892	19,279	1898	17,370
1893	16,072	1899	26,838
1894	8,472	1900	28,463
1895	14,786	1901	30,214
1896	26,355		

Reference to the detailed statement which follows under the heading "Exhibit 5" will show the disposition of the betterments which have been employed so as to embrace all sections of the country.

Among the improvements made during the fiscal year 1901 the following are mentioned as the more important:

September 28, 1900, Boston, Springfield, Mass., and New York, N. Y., R. P. O.—The establishment of an additional daily line of 50-foot postal cars. This is the principal railway post-office route between New York, N. Y., and Boston, Mass., for the transmission of the heavy mails passing between New York and the New England States.

October 8, St. Paul, Minn., and Spokane, Wash., R. P. O.—The establishment of a daily line of 50-foot postal cars to supersede a line of cars 40 feet in length between St. Paul, Minn., and Jamestown, N. Dak.

October 8, Nashville, Tenn., and Montgomery, Ala., R. P. O.—The establishment of a daily line of 50-foot postal cars in lieu of a similar line of cars 40 feet in length.

October 15, Detroit, Mich., and St. Louis, Mo., R. P. O.—The establishment of a daily line of 50-foot postal cars to supersede a line of 40-foot postal cars.

October 15, Cleveland, Ohio, and St. Louis, Mo., R. P. O.—The establishment of a daily line of postal cars 50 feet in length to replace a line of 40-foot postal cars between Cleveland, Ohio, and Indianapolis, Ind.

October 31, Lincoln, Nebr., and Billings, Mont., R. P. O.—The establishment of a daily line of 60-foot postal cars between Edgemont, S. Dak., and Billings, Mont.

October 31, Lincoln, Nebr., and Billings, Mont., R. P. O.—The establishment of a daily line of cars 60 feet in length to supersede a daily line of 40-foot postal cars between Lincoln, Nebr., and Edgemont, S. Dak.

November 28, Nashville, Tenn., and St. Louis, Mo., R. P. O.—The establishment of a daily line of 50-foot postal cars to be operated in lieu of a line of cars 40 feet in length between Nashville, Tenn., and East St. Louis, Ill.

January 10, 1901, St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.—The establishment of a daily line of 50-foot postal cars to supersede a line of cars 40 feet in length.

January 16, Omaha, Nebr., and Ogden, Utah, R. P. O.—The establishment of a daily line of 40-foot postal cars between Omaha, Nebr., and Cheyenne, Wyo.

January 16, Washington, D. C., and Charlotte, N. C., R. P. O.—The establishment of an additional daily line of 50-foot postal cars.

January 21, Chicago, Ill., and North McGregor, Iowa, R. P. O.—The establishment of two lines daily of 50-foot postal cars to supersede two lines of postal cars 40 feet long between Chicago, Ill., and North McGregor, Iowa.

January 22, New York, N. Y., and Pittsburg, Pa., R. P. O.—The establishment of a daily half line additional of 50-foot postal cars between Philadelphia and Pittsburg, Pa.

January 22, West Liberty and Council Bluffs, Iowa, R. P. O.—The establishment of two daily lines of 60-foot postal cars in lieu of 50-foot postal cars between Iowa City and U. P. Transfer (n. o.), Iowa.

February 14, Kansas City, Mo., and Lajunta, Colo., R. P. O.—The establishment of a daily line of 60-foot postal cars in lieu of 50-foot postal cars between Kansas City, Mo., and Hutchinson, Kans., and between Kinsley, Kans., and Lajunta, Colo.; and the establishment of a half line daily of 60-foot postal cars to supersede a half line of 50-foot cars between Hutchinson and Kinsley, Kans.

February 14, Kansas City, Mo., and Lajunta, Colo., R. P. O.—The establishment of a half-line of 60-foot postal cars in lieu of 50-foot postal cars between Hutchinson and Kinsley, Kans.

April 1, San Francisco, San Jose, and Los Angeles, Cal., R. P. O.—The establishment of a daily line of 40-foot postal cars between San Francisco and Surrey, Cal.

April 1, Cincinnati, Ohio, and Chattanooga, Tenn., R. P. O.—The establishment of a daily line of 60-foot postal cars to supersede a line of such cars 50 feet in length.

April 4, New York, N. Y., and Washington, D. C., R. P. O.—The establishment of a daily half line of 50-foot postal cars.

April 12, Pocatello, Idaho, and Portland, Oreg., R. P. O.—The establishment of an additional daily half line of 40-foot postal cars.

April 15, New York, N. Y., Scranton, Pa., and Buffalo, N. Y., R. P. O.—The establishment of a daily line of 40-foot postal cars.

April 15, New York, Geneva, and Buffalo, N. Y., R. P. O.—The establishment of a daily line of 50-foot postal cars to supersede a line of 40-foot postal cars.

May 7, St. Paul, Minn., and Spokane, Wash., R. P. O.—The establishment of an additional daily line of service between St. Paul, Minn., and Billings, Mont.

May 10, New York, N. Y., and Washington, D. C., R. P. O.—The establishment of a daily line of 50-foot postal cars to supersede a daily line of 40-foot postal cars.

May 24, Kansas City and Joplin, Mo., R. P. O.—The establishment of a daily line of 40-foot postal cars.

May 25, St. Paul, Minn., and Spokane, Wash., R. P. O.—The establishment of a daily line of 40-foot postal cars between St. Paul, Minn., and Billings, Mont.

May 27, Detroit, Mich., and Cincinnati, Ohio, R. P. O.—The establishment of a daily line of 40-foot postal cars between Toledo and Cincinnati, Ohio.

May 27, Detroit, Mich., and Cincinnati, Ohio, R. P. O.—The establishment of a daily line of 60-foot postal cars in lieu of a line of postal cars 55 feet in length.

May 29, St. Louis, Mo., and Memphis, Tenn., R. P. O.—The establishment of two daily lines of 40-foot postal cars between East St. Louis and Carbondale, Ill.

July 1, Charleston, S. C., and Jacksonville, Fla., R. P. O.—The establishment of a daily line of 50-foot postal cars to supersede a line of such cars 40 feet in length.

July 10, St. Louis, Mo., and Texarkana, Ark., R. P. O.—The establishment of a daily line of 60-foot postal cars in lieu of a line of 50-foot postal cars.

July 11, Washington, D. C., and Hinton, W. Va., R. P. O.—The establishment of a daily line of 60-foot postal cars to supersede a line 50 feet in length.

July 12, Buffalo, N. Y., and Cincinnati, Ohio, R. P. O.—The establishment of a daily line of 40-foot postal cars.

July 12, Cincinnati, Ohio, and Nashville, Tenn., R. P. O.—The establishment of a daily line of 60-foot postal cars to replace a line of postal cars 50 feet in length.

July 16, New York, N. Y., and Chicago, Ill., R. P. O.—The establishment of a daily half line of 50-foot postal cars between Albany and New York, N. Y.

July 16, New York, N. Y., and Chicago, Ill., R. P. O.—The establishment of a daily line of 50-foot postal cars in lieu of a line of similar cars 40 feet in length.

July 16, Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O.—The establishment of a daily line of 50-foot postal cars between Rugby Junction (n. o.) and Stevens Point, Wis., in lieu of a line of postal cars 40 feet in length between the latter points.

July 19, Freeport and Decatur, Ill., R. P. O.—The establishment of an additional daily line of 40-foot postal cars between Mendota and Decatur, Ill.

July 27, Detroit, Mich., and St. Louis, Mo., R. P. O.—The establishment of a daily line of 40-foot postal cars between Butler, Ind., and East St. Louis, Ill.

August 3, Cedar Rapids, Iowa, and Sioux Falls, S. Dak., R. P. O.—The establishment of a daily line of 40-foot postal cars between the above offices.

August 3, Ishpeming, Mich., and Chicago, Ill., R. P. O.—The establishment of a daily line of 60-foot postal cars to supersede a line of postal cars 50 feet in length.

August 7, Minneapolis, Minn., and Council Bluffs, Iowa, R. P. O.—The establishment of an additional daily line of service to be operated as a short run between Minneapolis, Minn., and Sioux City, Iowa.

August 7, Memphis, Tenn., and Weatherford, Okla., R. P. O.—The establishment of additional daily line of service between Little Rock, Ark., and Wister, Ind. T., and Elreno and Weatherford, Okla.

August 12, New York, N. Y., and Chicago, Ill., R. P. O.—The establishment of an additional daily line of service to be operated as a short run between Albany and Buffalo, N. Y.

August 13, Jacksonville and Port Tampa, Fla., R. P. O.—The establishment of a daily line of 50-foot postal cars to supersede a line of 40-foot postal cars.

August 14, Jacksonville and Miami, Fla., R. P. O.—The establishment of a half line daily of 50-foot postal cars in lieu of a half line of 40-foot postal cars.

August 14, Detroit, Mich., and St. Louis, Mo., R. P. O.—The establishment of a daily line of 60-foot postal cars to supersede a line of 50-foot postal cars.

August 30, St. Paul, Minn., and Spokane, Wash., R. P. O.—The establishment of an additional daily line of 40-foot postal cars between Helena, Mont., and Spokane, Wash.

September 28, Denison and Houston, Tex., R. P. O.—The establishment of an additional daily line of service over entire route.

NEW AND IMPROVED RAILWAY POST-OFFICE AND APARTMENT-CAR SERVICE, SEPTEMBER 28 TO DECEMBER 31, 1900.

	Miles.
New railway post-office car service.....	595.75
Improved railway post-office car service	2,204.22
New apartment-car service.....	927.34
Improved apartment-car service.....	2,185.40
Total.....	<u>5,912.71</u>

January 1 to October 9, 1901.

	Miles.
New railway post-office car service	6, 535. 16
Improved railway post-office car service	6, 064. 13
New apartment-car service.....	4, 756. 21
Improved apartment-car service.....	6, 946. 65
Total.....	24, 302. 15
Grand total.....	30, 214. 86

EXHIBIT No. 5.—Improvements.

Date.	Description.	Distance.
		Miles.
1900.		
Sept. 23	Ocracoke and Beaufort, N. C., R. P. O., new	48. 37
Sept. 23	Boston, Springfield, Mass., and New York, N. Y., R. P. O., the establishment of an additional daily line of 50-foot postal cars, new	230. 05
Oct. 3	Hempstead and Llano, Tex., R. P. O., the establishment of additional service between Fairland and Marble Falls, Tex., increase	6. 40
Oct. 3	Oil City and Mahoningtown, Pa., R. P. O., extended from Newcastle, Pa., increase	2. 50
Oct. 8	St. Paul, Minn., and Spokane, Wash., R. P. O., the establishment of a daily line of 50-foot postal cars in lieu of a line 40 feet in length between St. Paul, Minn., and Jamestown, N. Dak., increase	344. 93
Oct. 8	Nashville, Tenn., and Montgomery, Ala., R. P. O., the establishment of a daily line of 50-foot postal cars in lieu of a line 40 feet in length, increase	303. 98
Oct. 11	Memphis, Tenn., and Weatherford, Okla., R. P. O., the establishment of an additional line of service between Memphis, Tenn., and Elreno, Okla., increase	513
Oct. 15	Detroit, Mich., and St. Louis, Mo., R. P. O., the establishment of a daily line of 50-foot postal cars in lieu of a line of similar cars 40 feet in length, increase	481
Oct. 15	Cleveland, Ohio, and St. Louis, Mo., R. P. O., the establishment of a daily line of 50-foot postal cars to supersede a line of cars 40 feet in length between Cleveland, Ohio, and Indianapolis, Ind., increase	283. 38
Oct. 16	New York, N. Y., Scranton, Pa., and Buffalo, N. Y., R. P. O., the establishment of an additional line of service daily between New York and Buffalo, increase	412. 25
Oct. 16	Boston, Mass., Providence, R. I., and New York, N. Y., R. P. O., the establishment of an additional line of service, increase	233. 07
Oct. 17	St. Paul, Minn., and Storm Lake, Iowa, R. P. O., new	235. 69
Oct. 17	Pawnee and Guthrie, Okla., R. P. O., new	74. 22
Oct. 17	McNeil, Ark., and Bienville, La., R. P. O., new	77. 58
Oct. 19	Madison and Lancaster, Wis., R. P. O., extended from Galena, Ill., increase	8. 13
Oct. 25	Meridian, Miss., and Shreveport, La., R. P. O., the establishment of an additional line between Vicksburg, Miss., and Shreveport, La., increase	175. 13
Oct. 26	Staples, Minn., and Milnor, N. Dak., R. P. O., extended from Fergus Falls, Minn., increase	66. 36
Oct. 27	Tutwiler and Belzona, Miss., R. P. O., extended from Isola, Miss., increase	8. 98
Oct. 30	Los Angeles and Oceanpark, Cal., R. P. O., new	20. 43
Oct. 31	Lincoln, Nebr., and Billings, Mont., R. P. O., the establishment of a daily line of 60-foot postal cars between Edgemont, S. Dak., and Billings, Mont., new	365. 70
Oct. 31	Lincoln, Nebr., and Billings, Mont., R. P. O., the establishment of a daily line of 60-foot postal cars between Lincoln, Nebr., and Edgemont, S. Dak., in lieu of 40-foot cars, increase	471. 90
Nov. 3	Denver and Silverplume, Colo., R. P. O., new	55. 46
Nov. 3	Kingston and Oneonta, N. Y., R. P. O., extended from Bloomville, N. Y., increase	21. 45
Nov. 6	Sacramento and Merced, Cal., R. P. O., new	115. 16
Nov. 9	Cleveland, Ohio, and St. Louis, Mo., R. P. O., The establishment of an additional line of service between Cleveland and Gallon, Ohio, increase	79. 80
Nov. 9	Sault Ste. Marie, Mich., and Minneapolis, Minn., R. P. O., extension of short run between St. Paul and Minneapolis, Minn., to operate twice daily via Cardigan Junction and St. Paul, Minn., increase	20. 46
Nov. 16	Philadelphia, Pa., and Cape Charles, Va., R. P. O., The establishment of an additional daily line, increase	218. 80
Nov. 17	Columbus, Ohio, and Gauley Bridge, W. Va., R. P. O., The establishment of a short run between Gallipolis, Ohio, and Gauley Bridge, W. Va., increase	99. 58
Nov. 17	Detroit, Mich., and Toledo, Ohio, R. P. O., new	64. 96
Nov. 17	Salt Lake City and Marysville, Utah, R. P. O., extended from Balknap Junction (n. o.), Utah, increase	9. 33
Nov. 17	Independence and Cedarvale, Kans., R. P. O., extended from Elgin, Kans., increase	16. 40
Nov. 19	Herington and Liberal, Kans., R. P. O., short run extended from Hutchinson to Pratt, Kans., increase	52. 84
Nov. 19	Shreveport and McKinney, Tex., R. P. O., extended from Jefferson, Tex., increase	46. 92
Nov. 20	Portland, Ore., and San Francisco, Cal., R. P. O., The establishment of a short run between Portland and Albany, Ore., increase	81. 56
Nov. 27	Tracy, Minn., and Huron, S. Dak., R. P. O., increased to double daily, new	136. 74
Nov. 28	Smithton and Pike, Ark., R. P. O., increased to double daily, new	34. 19
Nov. 28	Nashville, Tenn., and St. Louis, Mo., R. P. O., The establishment of a daily line of 50-foot postal cars in lieu of a line of 40-foot cars between Nashville, Tenn., and East St. Louis, Ill., increase	319. 06
Dec. 3	Chickasha, Ind. T., and Mangum, Okla., R. P. O., extended from Oakdale, Okla., increase	45. 18
Dec. 10	Taylor's Falls and Minneapolis, Minn., R. P. O., extended from St. Paul, Minn., increase	10. 59
Dec. 11	Eldorado, Ark., and Rushton, La., R. P. O., new	56. 11
Dec. 14	Cleveland and Middlefield, Ohio, R. P. O., new	41. 00

EXHIBIT No. 5.—Improvements—Continued.

Date.	Description.	Distance.
1900.		<i>Miles.</i>
Dec. 14	Pittsburg, Pa., and Clarksburg, W. Va., R. P. O. The establishment of an additional line of service between Pittsburg and Connellsville, Pa., increase	56.72
Dec. 26	Emory Gap and Monterey, Tenn., R. P. O., new	54.92
Dec. 26	Altadena and Los Angeles, Cal., R. P. O., new	16.51

SUMMARY.

	<i>Miles.</i>
New railway post-office car service	586.75
Improved railway post-office car service	2,204.22
New apartment-car service	927.84
Improved apartment-car service	2,185.40
Total new and improved service between September 28 and December 31, 1900	5,912.71

Date.	Description.	Distance.
1901.		<i>Miles.</i>
Jan. 2	Des Moines and Sioux City, Iowa, R. P. O., extended from Onawa, Iowa, increase	36.64
Jan. 2	Ravenna and Dayton, Ohio, R. P. O., extended from Kent, Ohio, increase	6.92
Jan. 2	Sacramento and San Francisco, Cal., R. P. O., short run from Stockton to Lodi, Cal., increase	12.11
Jan. 3	Chicago, Oregon, Ill., and Minneapolis, Minn., R. P. O., the establishment of a short run between Savanna, Ill., and Minneapolis, Minn., increase	296.76
Jan. 5	Roanoke and Opelika, Ala., R. P. O., increased to double daily, new	39.11
Jan. 8	Kansas City, Mo., and Superior, Kans., R. P. O., extended from Strong, Kans., increase	147.61
Jan. 9	Kansas City, Mo., and Caldwell, Kans., R. P. O., increased to double daily, new	272.88
Jan. 9	Bristol and Voughtsville, Tenn., R. P. O., new	56.61
Jan. 10	Stamps, Ark., and Ashland, La., R. P. O., new	94.53
Jan. 10	St. Paul, Minn., and Aberdeen, S. Dak., R. P. O., the establishment of a daily line of 50-foot postal cars to supersede a line of cars 40 feet in length, increase	299.71
Jan. 12	Yankton and Platte, S. Dak., R. P. O., new	89.64
Jan. 12	Chicago, Ill., and Kansas City, Mo., R. P. O., the establishment of a new line of service between Quincy, Ill., and Cameron, Mo., new	170.92
Jan. 16	Luxora and Deckerville, Ark., R. P. O., new	38.17
Jan. 16	Cincinnati, Ohio, and Nashville, Tenn., R. P. O., extend short run from Bowling Green, Ky., to Nashville, Tenn., increase	72.68
Jan. 16	Omaha, Nebr., and Ogden, Utah, R. P. O., establishment of a daily line of 40-foot postal cars between Omaha, Nebr., and Cheyenne, Wyo., new	518.42
Jan. 16	Washington, D. C., and Charlotte, N. C. R. P. O., the establishment of an additional daily line of 50-foot postal cars, new	380.20
Jan. 21	Ridgway and Durango, Colo., R. P. O., the establishment of additional service between Vance and Telluride, Colo., increase	7.68
Jan. 21	Chicago, Ill., and North McGregor, Iowa, R. P. O., the establishment of two lines of 50-foot postal cars to supersede two lines of 40-foot cars between Chicago, Ill., and Sabula Junction (n. o.), Iowa, increase	280.60
Jan. 21	Chicago, Ill., and North McGregor, Iowa, R. P. O., the establishment of a daily line of 50-foot postal cars in lieu of a 40-foot line between Sabula Junction (n. o.), Iowa, and North McGregor, Iowa, increase	98.20
Jan. 22	Burlington, Vt., and Boston, Mass., R. P. O., the establishment of a short run between Burlington and Rutland, Vt., new	68.09
Jan. 22	New York, N. Y., and Pittsburg, Pa., R. P. O., the establishment of an additional half line of 50-foot postal cars between Philadelphia and Pittsburg, Pa., new	258.80
Jan. 22	West Liberty and Council Bluffs, Iowa, R. P. O., the establishment of two lines of 60-foot postal cars in lieu of 50-foot cars between Iowa City and Union Pacific Transfer (n. o.), Iowa, increase	588.00
Feb. 11	Burlington, Vt., and Ogdensburg, N. Y., R. P. O., extended from St. Albans, Vt., increase	16.96
Feb. 18	Smithville, Ga., and Coffey Springs, Ala., R. P. O., extended from Columbia, Ala., increase	50.77
Feb. 14	Kanaw City, Mo., and LaJunta, Colo., R. P. O., the establishment of a daily line of 60-foot postal cars in lieu of 50-foot cars between Kansas City, Mo., and Hutchinson, Kans., and between Kinsley, Kans., and LaJunta, Colo., and the establishment of a half line of 60-foot cars to supersede a half line of 50-foot cars between Hutchinson and Kinsley, Kans., increase	570.87
Feb. 14	Kansas City, Mo., and LaJunta, Colo., R. P. O., the establishment of a half line of 60-foot postal cars between Hutchinson and Kinsley, Kans., to supersede a line of cars 50 feet in length, increase	84.08
Feb. 16	Sibley and Gowrie, Iowa, R. P. O., new	110.14
Feb. 21	Kansas City, Mo., and Osawatimie, Kans., R. P. O., extended from Coffeyville, Kans., increase	60.26
Feb. 25	Norfolk, Va., and Hamlet, N. C., R. P. O., extended from Raleigh, N. C., increase	96.40
Feb. 26	Tama and Hewarden, Iowa, R. P. O., new	248.44
Feb. 28	Chicago, Oregon, Ill., and Minneapolis, Minn., R. P. O., extension of short run from Savanna to Oregon, Ill., increase	47.20
Feb. 28	Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O., extension of short run from Neenah to Chippewa Falls, Wis., increase	170.55

EXHIBIT No. 5.—Improvements—Continued.

Date.	Description.	Distance.
1901.		<i>Miles.</i>
Mar. 2	Hamlet, N. C., and Jacksonville, Fla., R. P. O., short run extended between Savannah, Ga., and Hamlet, N. C., increase.	247.19
Mar. 7	Rouse Point and Troy, N. Y., R. P. O., extended from St. Albans, Vt., increase.	23.84
Mar. 15	Chippewa Falls, Wis., and Wabasha, Minn., R. P. O., extended from Eau Claire, Wis., increase.	14.49
Mar. 16	Bremond and Stamford, Tex., R. P. O., the establishment of a short run between Bremond and Waco, Tex., new.	44.03
Mar. 27	Indiana and Branchville, Pa., R. P. O., increased to triple daily, new.	19.20
Mar. 30	Seattle, Wash., and Portland, Oreg., R. P. O., increased to triple, daily, new.	15.00
Apr. 1	San Francisco, San Jose, and Los Angeles, Cal., R. P. O., the establishment of a daily line of 40-foot postal cars between San Francisco and Surrey, Cal., new.	450.32
Apr. 1	Cincinnati, Ohio, and Chattanooga, Tenn., R. P. O., the establishment of a daily line of 60-foot postal cars in lieu of a line of 50-foot cars, increase.	338.30
Apr. 2	Sapulpa, Ind. T., and Denison, Tex., R. P. O., new.	198.66
Apr. 4	New York, N. Y., and Chicago, Ill., R. P. O., the establishment of additional service between Buffalo, N. Y., and Cleveland, Ohio, increase.	183.00
Apr. 4	New York, N. Y., and Washington, D. C., R. P. O., the establishment of a daily half line of 50-foot postal cars, new.	227.08
Apr. 6	Waycross and Fitzgerald, Ga., R. P. O., new.	71.50
Apr. 6	St. Paul, Minn., and Aberdeen, S. Dak., R. P. O., short run extended through, new.	97.46
Apr. 8	Kansas City, Mo., and Lajunta, Colo., R. P. O., the establishment of a short run between Kansas City, Mo., and Newton, Kans., new.	201.00
Apr. 9	Tracy and San Francisco, Cal., R. P. O., new.	83.37
Apr. 9	Milwaukee, Wis., and Davenport, Iowa, R. P. O., extended from Rock Island, Ill., increase.	2.73
Apr. 11	Elrod, N. C., and Conway, S. C., R. P. O., extended from Chadbourne, N. C., increase.	32.77
Apr. 12	Pocatello, Idaho, and Portland, Oreg., R. P. O., the establishment of an additional daily half line of 40-foot postal cars, new.	730.48
Apr. 15	New York, N. Y., Scranton, Pa., and Buffalo, N. Y., R. P. O., the establishment of a daily line of 40-foot postal cars, new.	410.09
Apr. 15	New York, Geneva, and Buffalo, N. Y., R. P. O., the establishment of a daily line of 50-foot postal cars to supersede a line 40 feet in length, increase.	447.15
Apr. 17	Georgiana and Geneva, Ga., R. P. O., new.	78.09
Mar. 7	Elmira, N. Y., and Baltimore, Md., R. P. O., the establishment of a short run between Baltimore, Md., and Harrisburg, Pa., new.	86.22
Mar. 7	St. Paul, Minn., and Spokane, Wash., R. P. O., the establishment of an additional line of service between St. Paul, Minn., and Billings, Mont., increase.	893.36
Mar. 10	Wichita, Kans., and Amarillo, Tex., R. P. O., extended from Washburn, Tex., increase.	15.10
Mar. 10	New York, N. Y., and Washington, D. C., R. P. O., the establishment of a daily line of 50-foot postal cars in lieu of a line 40 feet in length, increase.	227.08
Mar. 13	Lincoln, Nebr., and Billings, Mont., R. P. O., the establishment of a short run between Lincoln and Grand Island, Nebr., new.	93.18
Mar. 13	San Francisco, San Jose, and Los Angeles, Cal., R. P. O., the establishment of a short run between Santa Barbara and Los Angeles, Cal., new.	114.52
Mar. 13	San Francisco, Cal., and Portersville, Cal., R. P. O., extended from Tracy, Cal., increase.	83.56
Mar. 14	Spokane and Seattle, Wash., R. P. O., the establishment of additional service between Everett and Spokane, Wash., increase.	318.64
Mar. 14	Blaine and Seattle, Wash., R. P. O., the establishment of a short run between Seattle and Whatcom, Wash., increase.	98.36
Mar. 14	Albert Lea, Minn., and Waterloo, Iowa, R. P. O., extended from Lyle, Minn., increase.	25.70
Mar. 16	Jacksonport and Brinkley, Ark., R. P. O., extended from Newport, Ark., increase.	8.79
Mar. 18	Spirit Lake and Des Moines, Iowa, R. P. O., extended from Spencer, Iowa, increase.	21.17
Mar. 18	Winston and Bridgeport, Conn., R. P. O., the establishment of an additional line of service, new.	62.22
Mar. 22	Fairmont and Lanes Bottom, W. Va., R. P. O., extended from Weston, W. Va., increase.	57.96
Mar. 24	Kansas City and Joplin, Mo., R. P. O., establishment of a daily line of 40-foot postal cars, new.	168.83
Mar. 25	St. Paul, Minn., and Spokane, Wash., R. P. O., the establishment of a daily line of 40-foot postal cars between St. Paul, Minn., and Billings, Mont., new.	893.36
Mar. 27	Detroit, Mich., and Cincinnati, Ohio, R. P. O., the establishment of an additional daily line of 40-foot postal cars between Toledo and Cincinnati, Ohio, new.	201.69
Mar. 27	Detroit, Mich., and Cincinnati, Ohio, R. P. O., the establishment of a daily line of 60-foot postal cars in lieu of a line 55 feet in length, increase.	260.68
Mar. 29	St. Louis, Mo., and Memphis, Tenn., R. P. O., the establishment of two lines of 40-foot postal cars between East St. Louis and Carbondale, Ill., new.	185.52
June 3	Portsmouth and Concord, N. H., R. P. O., increased to twice daily, increase.	17.73
June 5	Larned and Jetmore, Kans., R. P. O., new.	46.94
June 6	Wilmington and Monroe, N. C., R. P. O., extended from Hamlet, N. C., increase.	52.85
June 7	Ashfork, Ariz., and Los Angeles, Cal., R. P. O., the establishment of an additional daily line of service, new.	488.60
June 8	Independence, Kans., and Owensboro, Ind. T., R. P. O., extended from Caney, Kans., increase.	27.50

EXHIBIT No. 5.—Improvements—Continued.

Date.	Description.	Distance.
1901.		<i>Miles.</i>
June 13	Litchfield and Bethel, Conn., R. P. O., increased to double daily, new	39.08
June 17	Harrison, Ark., Sellman, Mo., R. P. O., new	71.20
June 18	Richmond, Keyesville, Va., and Durham, N. C., R. P. O., extended from Keyesville, Va., increase	73.73
June 22	Boston, Mass., and Albany, N. Y., R. P. O., the establishment of an additional line of service between Springfield and Boston, Mass., new	99.00
July 1	Charleston, S. C., and Jacksonville, Fla., R. P. O., the establishment of a daily line of 60-foot postal cars in lieu of a line of such cars 40 feet in length, increase	285.44
July 5	Kansas City, Mo., and Pueblo, Colo., R. P. O., increased to double daily, increase	640.13
July 5	Fairmont and Richwood, W. Va., R. P. O., extended from Lanes Bottom, W. Va., increase	18.70
July 8	Boston and Malden, Mass., R. P. O., new	5.80
July 10	Harrison, Ark., and Sellman, Mo., R. P. O., the establishment of a short run between Freeman Station (n.o.) and Berryville, Ark., new	3.25
July 10	Rouse Point, N. Y., and Boston, Mass., R. P. O., extended from St. Albans, Vt., increase	23.84
July 10	Gurdon and Winnfield, La., R. P. O., extended from Ruston, La., increase	44.65
July 10	Nacogdoches and Beaumont, Tex., R. P. O., extended from Rockland, Tex., increase	47.61
July 10	St. Louis, Mo., and Texarkana, Ark., R. P. O., the establishment of a daily line of 60-foot postal cars to supersede a line of 50-foot cars, increase	493.38
July 11	Washington, D. C., and Hinton, W. Va., R. P. O., the establishment of a daily line of 60-foot postal cars to supersede a line of 50-foot cars, increase	290.45
July 12	Richmond and Clifton Forge, Va., R. P. O., the Richmond and Columbia short run extended to Howardsville, Va., increase	34.43
July 12	Buffalo, N. Y., and Cincinnati, Ohio, R. P. O., the establishment of an additional daily line of 40-foot postal cars, new	446.31
July 12	Cincinnati, Ohio, and Nashville, Tenn., R. P. O., the establishment of a daily line of 60-foot postal cars to supersede a line of 50-foot cars, increase	298.64
July 16	Elkton and Bridgewater, Va., R. P. O., new	27.87
July 16	New York, N. Y., and Chicago, Ill., R. P. O., the establishment of a daily half line of 50-foot postal cars between Albany and New York, N. Y., new	142.82
July 16	New York, N. Y., and Chicago, Ill., R. P. O., the establishment of a daily line of 50-foot postal cars in lieu of a line 40 feet in length, between Albany and Buffalo, N. Y., increase	296.67
July 16	Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O., the establishment of a daily line of 50-foot postal cars between Rugby Junction (n.o.), Wis., and Stevens Point, Wis., in lieu of a line of 40-foot cars between same points, increase	131.47
July 19	Freeport and Decatur, Ill., R. P. O., the establishment of an additional daily line of 40-foot postal cars between Mendota and Decatur, Ill., new	119.46
July 25	Canlsteo, N. Y., and Shinglehouse, Pa., R. P. O., new	51.85
July 27	Council Bluffs, Iowa, and Kansas City, Mo., R. P. O., the establishment of a daily line of service (short run) between St. Joseph, Mo., and Council Bluffs, Iowa, new	127.85
July 27	Detroit, Mich., and St. Louis, Mo., R. P. O., the establishment of a daily line of 40-foot postal cars between Butler, Ind., and East St. Louis, Ill., new	364.21
July 27	Decherd and Columbia, Tenn., R. P. O., establishment of a short run between Decherd and Fayetteville, Tenn., new	39.18
July 27	Lebanon and Greensburg, Ky., R. P. O., increased to twice daily, new	31.69
July 29	Indianapolis, Ind., and Decatur, Ill., R. P. O., the establishment of a short run between Indianapolis, Ind., and Tuscola, Ill., new	117.56
July 29	New York, N. Y., and Pittsburg, Pa., R. P. O., the establishment of a short run between Harrisburg and Altoona, Pa., new	132.57
Aug. 1	Chicago, Ill., and Louisville, Ky., R. P. O., the establishment of a short run between Bloomington, Ind., and Louisville, Ky., increase	108.70
Aug. 1	Milwaukee, Wis., and Davenport, Iowa, R. P. O., the establishment of a short run between Milwaukee and Beloit, Wis., increase	85.74
Aug. 1	Pittsburg and Fairchance, Pa., R. P. O., the establishment of a short run between Greensburg and Uniontown, Pa., increase	38.06
Aug. 1	Pittsburg and Uniontown, Pa., R. P. O., the establishment of a short run between Pittsburg and West Brownsville, Pa., increase	54.12
Aug. 1	Cincinnati, Ohio, and Chattanooga, Tenn., R. P. O., the establishment of a short run between Oakdale and Chattanooga, Tenn., increase	84.10
Aug. 2	Creston and Peggalls, S. C., R. P. O., the establishment of additional service between Eutawville and Ferguson, S. C., increase	6.20
Aug. 2	Nevada, Mo., and Wichita, Kans., R. P. O., extended from Conway Springs, Kans., increase	28.07
Aug. 3	Cedar Rapids, Iowa, and Sioux Falls, S. Dak., R. P. O., the establishment of a daily line of 40-foot postal cars, new	317.40
Aug. 3	Ishpeming, Mich., and Chicago, Ill., R. P. O., the establishment of a daily line of 60-foot postal cars in lieu of a line 50 feet in length, increase	328.70
Aug. 6	Watertown and Cape Vincent, N. Y., R. P. O., new	25.83
Aug. 7	Minneapolis, Minn., and Council Bluffs, Iowa, R. P. O., the establishment of a short run between Minneapolis, Minn., and Sioux City, Iowa, increase	280.13
Aug. 7	Memphis, Tenn., and Weatherford, Okla., R. P. O., the establishment of additional service between Little Rock, Ark., and Wister, Ind. T., and between Elreno and Weatherford, Okla., increase	239.00
Aug. 7	Los Angeles and Terminal, Cal., R. P. O., new	28.06
Aug. 7	Pajaro (n.o.) and Santa Cruz, Cal., R. P. O., new	21.12
Aug. 7	Rogers, Ark., and Grove, Ind. T., R. P. O., new	48.42
Aug. 8	Ogden, Utah, and San Francisco, Cal., R. P. O., the establishment of a short run between Sacramento and San Francisco, Cal., increase	90.54

EXHIBIT No. 5. —Improvements—Continued.

Date.	Description.	Distance.
		<i>Miles.</i>
1901.		
Aug. 8.	Salisbury, N. C., and Chattanooga, Tenn., R. P. O., extended from Knoxville, Tenn., increase	110.89
Aug. 8	Duluth, Minn., and Abbotsford, Wis., R. P. O., the establishment of a short run between Ashland and Abbotsford, Wis., increase	132.80
Aug. 10	Jacksonville and Newberry, Fla., R. P. O., new	87.80
Aug. 10	Knoxville and Maryville, Tenn., R. P. O., new	18.49
Aug. 12	Arlington and Bainbridge, Ga., R. P. O., new	39.96
Aug. 12	New York, N. Y., and Chicago, Ill., R. P. O., the establishment of a short run between Albany and Buffalo, N. Y., increase	296.64
Aug. 12	Dover and Brewton, Ga., R. P. O., extended from Register, Ga., increase	22.90
Aug. 13	Mankato and New Ulm, Minn., R. P. O., new	42.0.
Aug. 13	Caldwell, Kans., and Fort Worth, Tex., R. P. O., the establishment of additional service between Bridgeport and Jacksboro, Tex., increase	29.0.
Aug. 13	Jacksonville and Port Tampa, Fla., R. P. O., the establishment of a daily line of 50-foot postal cars in lieu of 40-foot cars, increase	248.44
Aug. 14	Caseville and Pontiac, Mich., R. P. O., the establishment of an additional line, new	100.64
Aug. 14	Jacksonville and Miami, Fla., R. P. O., the establishment of a daily half line of 50-foot postal cars in lieu of a half line of 40-foot cars, increase	367.31
Aug. 14	Detroit, Mich., and St. Louis, Mo., R. P. O., the establishment of a daily line of 60-foot postal cars in lieu of 50-foot cars, increase	478.66
Aug. 15	Springfield, Litchfield, Ill., and St. Louis, Mo., R. P. O., extended between Litchfield, Ill., and St. Louis, Mo., increase	53.91
Aug. 16	Salt Lake City, Utah, and Caliente, Nev., R. P. O., extended from Uvada Station, Utah, increase	41.11
Aug. 19	Clay and Charleston, W. Va., R. P. O., new	51.24
Aug. 19	Cass and Ronceverte, W. Va., R. P. O., new	83.87
Aug. 22	Lexington, Lawrenceburg and Louisville, Ky., R. P. O., increased to double daily, new	89.41
Aug. 23	Alpena and Onowa, Mich., R. P. O., new	46.98
Aug. 23	Bemidji and Brainerd, Minn., R. P. O., new	92.45
Aug. 23	Charlotte, N. C., Savannah, Ga., and Jacksonville, Fla., R. P. O., the establishment of additional service between Savannah, Ga., and Jacksonville, Fla., increase	172.80
Aug. 26	Chicago, Ill., and Madison, Wis., R. P. O., new	141.81
Aug. 27	Allentown and Harrisburg, Pa., R. P. O., increased to triple daily, new	91.84
Aug. 30	St. Paul, Minn., and Spokane, Wash., R. P. O., the establishment of an additional daily line of 40-foot postal cars between Helena, Mont., and Spokane, Wash., new	382.28
Sept. 6	New York, N. Y., and Pittsburg, Pa., R. P. O., the establishment of additional service between Philadelphia and Paoli, Pa., increase	19.20
Sept. 12	Freeport and Decatur, Ill., R. P. O., curtailed and extended, increase	50.46
Sept. 13	Kanaskat (n. s.) and Tacoma, Wash., R. P. O., extended from Carbonado, Wash., increase	7.46
Sept. 14	Pawnee and Kingfisher, Okla., R. P. O., extended from Guthrie, Okla., increase	35.04
Sept. 20	Pittsburg, Pa., Kenova, W. Va., and Cincinnati, Ohio, R. P. O., the establishment of short run, increase	129.00
Sept. 20	Memphis, Tenn., Granada, Miss., and New Orleans, La., R. P. O., the establishment of a short run between Memphis, Tenn., and Granada, Miss., increase	101.30
Sept. 21	Port Huron and Almont, Mich., R. P. O., increased to double daily, new	34.15
Sept. 23	Providence and Hope, R. I., R. P. O., new	15.57
Sept. 24	Tifton and Thomasville, Ga., R. P. O., new	55.80
Sept. 25	Sandusky, Ohio, and Peoria, Ill., R. P. O., the establishment of additional service between Lafayette, Ind., and Peoria, Ill., increase	157.02
Sept. 28	Denison and Houston, Tex., R. P. O., the establishment of an additional daily line of service, increase	338.55
Oct. 1	Little Rock, Ark., and Alexandria, La., R. P. O., increased to double daily, new	298.48
Oct. 2	Ocala and Americus, Ga., R. P. O., extended from Abbeville, Ga., increase	59.86
Oct. 3	Harlem, N. Dak., and Andover, S. Dak., R. P. O., new	56.81
Oct. 3	Montgomery and Geneva, Ala., R. P. O., extended from Georgiana, Ala., increase	59.41
Oct. 8	Butte and Anaconda, Mont., R. P. O., new	25.89
Oct. 9	Laurel and Saratoga, Miss., R. P. O., new	41.11
Oct. 9	Worcester, Mass., and Providence, R. I., R. P. O., increased to quadruple daily, increase	28.28

RECAPITULATION.

	<i>Miles.</i>
New railway post-office car service	6,535.16
Improved railway post-office car service	6,064.13
New apartment-car service	4,755.21
Improved apartment-car service	6,946.65
Total	24,302.15
Total for 1900	5,912.71
Grand total	30,214.86

ESTIMATES.

The policy of segregating the appropriation for the maintenance of this service into classes and items was first applied to it for the fiscal year ending June 30, 1901. As stated in our last year's report, Congress, while allowing enough money to run the service for the year, specified the number of clerks to be employed in the various classes at such figures as to pay every clerk appropriated for for the whole year. As our service is naturally all the time growing, we found before the year was half over that, while there was plenty of money, we were running out of clerks allowed in most of the classes, and were therefore compelled in the emergency to call on our clerks to work extra hours in order that the mail should receive proper treatment. Early this spring Congress came to our relief and gave us authority to employ 100 additional class 2 clerks, to be paid out of the money already appropriated, and this relieved our embarrassment greatly. Even as it was we turned into the Treasury at the end of the fiscal year \$193,463.48. Congress also gave us at the same time a deficiency appropriation of \$5,000 to be applied to the fund for the payment of acting clerks employed in place of clerks injured while in the performance of duty, as we found that our estimate of \$25,000 was running short.

The number of clerks injured during the fiscal year under review went beyond our reasonable calculations, as mentioned above. We are at all times very careful to keep this class of cases down to the lowest possible limit. Many of our clerks are injured in line of duty, as, for instance, slipping down and injuring themselves while getting off the train to empty a depot letter box, and things of that sort; but we have held that if they had exercised due precaution they would not have been injured, and therefore denied them the benefit of this law. This year this particular item is estimated at \$40,000, and it is believed that this sum will cover all cases entitled to relief.

We have profited by our experience in these directions, and now beg to submit the following, showing the estimate for each item of the appropriation for this service:

Class.	Number.	Salary.	Estimate.
General Superintendent.....	1	\$3,500	\$3,500
Assistant general superintendent.....	1	3,000	3,000
Chief clerk, office of General Superintendent.....	1	2,000	2,000
Assistant chief clerk, office of General Superintendent.....	1	1,800	1,800
Division superintendents.....	11	2,700	29,700
Assistant division superintendents.....	11	1,800	19,800
Assistant superintendents.....	22	1,600	35,200
Chief clerks.....	109	1,600	173,187
Class 5.....	1,292	1,400	1,788,249
Class 4.....	1,824	1,200	2,156,077
Class 3.....	4,285	1,000	4,175,325
Class 2, not exceeding \$900.....	2,358	900	2,044,868
Class 1, not exceeding \$800.....	680	800	472,589
Total.....	10,596		10,905,296
For substitutes for clerks on vacation.....			40,000
For acting clerks in place of clerks injured.....			40,000
For expenses of officials, etc.....			28,000
For office and miscellaneous expenses.....			50,000
For per diems, etc., of assistant superintendents.....			30,000
Total appropriation.....			11,093,296
Total appropriation for year previous.....			10,374,700
Increase.....			718,596

I have the honor to recommend the following for the maintenance of the service for the fiscal year ending June 30, 1903:

Railway Mail Service.—One general superintendent, at \$3,500; 1 assistant general superintendent, at \$3,000; 1 chief clerk, office of general superintendent, at \$2,000; 1 assistant chief clerk, office of general superintendent, at \$1,800; 11 division superintendents, at \$2,700 each; 11 assistant division superintendents, at \$1,800 each; 22 assistant superintendents, at \$1,600 each; 109 chief clerks, at \$1,600 each; 1,292 clerks, class 5, at \$1,400 each; 1,824 clerks, class 4, at \$1,200 each; 4,285 clerks, class 3, at \$1,000 each; 2,358 clerks, class 2, at not exceeding \$900 each; 680 clerks, class 1, at not exceeding \$800 each.

For substitutes for clerks on vacation, \$40,000: *Provided*, That the Postmaster-General may allow railway postal clerks, whose duties require them to work six days or more per week fifty-two weeks per year, an annual vacation of fifteen days with pay.

For acting clerks, in place of clerks injured while on duty, \$45,000.

For actual and necessary expenses of general superintendent, assistant general superintendent, chief clerk office of general superintendent, assistant chief clerk office of general superintendent, division superintendents, assistant division superintendents, chief clerks, and railway postal clerks, while actually traveling on business of the Department, and away from their several designated headquarters, \$28,000.

For rent, light, fuel, telegraph, and miscellaneous office expenses, schedules of mail trains, telephone service, typewriting machines, and badges for railway postal clerks, \$50,000.

For per diem allowance of assistant superintendents, \$30,000: *Provided*, That assistant superintendents may receive a per diem allowance in lieu of actual and necessary traveling expenses at the rate of \$4 per day while actually traveling on business of the Department and away from their several designated headquarters.

In all, for railway mail service, \$11,098,496. And the appointment and assignment of clerks hereunder shall be so made during the fiscal year as not to involve a greater aggregate expenditure than this sum.

RAILWAY POST-OFFICE CARS.

The amount appropriated for railway post-office cars for the fiscal year ending June 30, 1901, was \$4,561,000, amount expended (exclusive of the amount accrued to Pacific roads) was \$4,408,639.53, as reported by the Auditor, leaving an unexpended balance of \$152,360.47.

By adding to the above expenditure of \$4,408,639.53 the amount accrued to Pacific roads (which is not paid out of the appropriation), namely, \$105,239.20, we find the total cost for railway post-office cars for the year to have been \$4,513,878.73.

The appropriation for the fiscal year ending June 30, 1902 (exclusive of subsidized lines), is \$4,816,000.

The following shows the growth of the railway post-office car service during the period from July 1, 1888, to June 30, 1901:

Year ending June 30—	Appropriation.	Expenditure.	Increase.	Per cent of increase.	Gross amount accrued to Pacific roads.
1888.....	\$1,984,560	\$1,822,964.37	\$109,572.45	6.38	\$128,237.62
1889.....	2,555,643	1,991,066.61	168,102.24	9.22	141,646.50
1890.....	2,260,000	2,207,151.01	216,084.40	10.81	241,406.76
1891.....	2,510,000	2,450,819.13	243,668.12	11.40	236,237.06
1892.....	2,731,000	2,595,002.76	144,183.63	5.88	267,816.96
1893.....	2,809,750	2,795,589.40	200,686.64	7.73	262,017.24
1894.....	2,941,000	2,921,957.18	128,367.78	4.33	272,000.34
1895.....	3,000,000	2,958,557.91	86,600.73	1.28	269,084.84
1896.....	3,205,000	3,134,992.72	176,434.81	5.91	251,406.96
1897.....	3,400,000	3,360,869.82	225,877.10	7.20	263,056.80
1898.....	3,759,502	3,753,416.64	392,546.82	17.33	98,366.49
1899.....	4,000,000	3,960,953.86	207,537.22	5.53	95,813.30
1900.....	4,204,500	4,182,482.79	221,528.98	5.60	100,949.28
1901.....	4,561,000	4,406,639.53	226,156.74	5.47	105,289.20

The appropriation for the fiscal year ending June 30, 1902, is \$4,816,000. Estimating that the increase for the next year will be about 6 per cent, we find that the amount necessary would be \$5,104,960.

I have the honor, therefore, to respectfully recommend that the sum of \$5,104,960 be appropriated for railway post-office cars (exclusive of subsidized lines) for the fiscal year ending June 30, 1903.

CONCLUSION.

The growth the Railway Mail Service has made in efficiency can best be illustrated by comparing the records of the year ending June 30, 1877, with the records ending June 30, 1901. During the former year the force employed in the Railway Mail Service numbered 2,500, and these distributed 864,732,927 pieces of mail matter, making one error to every 3,264 pieces distributed correctly. In the latter year the force employed numbered 8,979, and these distributed 14,181,224,420 pieces of mail matter, making one error to every 10,626 pieces distributed. This shows a per cent increase in mail matter distributed of 1,539.95; per cent of increase in efficiency, 222.48; per cent of increase in force, 259.12. This great growth is due to the increase in our population and in the development of the country in every direction, and the increase in efficiency is the result of training and discipline, experience, wise selection of employees under the civil-service regulations, and retention in the service of those who have proved themselves to be efficient.

I beg to thank all of the officials of the Post-Office Department for their very kind consideration, and I especially desire to thank you personally for your unflagging interest in our work, and, through you, the Postmaster-General for the courtesy he has extended to this office and the service at all times.

My sincere thanks are due, and cheerfully given, to the splendid corps of men who are employed in the service and who have become valuable because of the interest they take in the service and the good habits that mark their conduct when on and when off duty.

Wishing all who are associated with the service in any capacity health, happiness, and prosperity during the present and coming year, I have the honor to be,

Yours, respectfully,

JAMES E. WHITE,
General Superintendent.

Hon. W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

CASUALTIES FOR THE YEAR ENDED JUNE 30, 1901.

1900—July 1.—Knoxville and Marietta R. P. O., train 1, was wrecked near Mentor, Tenn., about 9.20 a. m., caused by the breaking of the truck under the tender. The mail car was thrown down an embankment and badly wrecked, but the clerk escaped injury. No mail was lost or damaged. Delayed eight hours and twenty-five minutes.

July 1.—Attalla and Calera R. P. O., train 85, was wrecked near Anniston, Ala., at 11.55 a. m., by the derailment of the tender. There was no damage to the car or mail or injury to the clerk. Delayed one hour and twenty minutes.

July 2.—Havre and Anaconda R. P. O., train 24, was wrecked at Trask siding (n. o.), Mont., about 9.40 p. m., the accident supposed to have been caused by spreading of the track. The entire train, with the exception of a baggage car, was thrown down an embankment, killing and wounding many people. Clerk Howard I. Reeves was severely injured. No mail was lost, but a portion of it was damaged by oil and blood. Delayed twenty-four hours.

July 3.—Columbus and Gauley Bridge R. P. O., train 10, collided with a freight train at Raymond City, W. Va., 3.06 p. m., the accident being due to an open switch. The mail was slightly damaged by water, but the clerk was not injured. Delayed two hours and forty minutes.

July 3.—Chicago and Evansville R. P. O., train 3, was run into at the rear end by a freight train at Momence, Ill., 1.22 a. m., the accident resulting in no injury to the clerk or damage to the mail. Delayed one hour and fifty minutes.

July 4.—Spokane and Tacoma R. P. O., train 1, ran into a landslide near Yakima, Wash., at 2.10 p. m., without resulting damage to the car or mail or injury to the clerk. Delayed five hours.

July 4.—Washington and Charleston R. P. O., train 78, was derailed on James River Bridge, Richmond, Va., at 7.50 p. m. No damage to the car or mail or injury to the clerks followed. Delayed two hours.

July 4.—New York, Geneva, and Buffalo R. P. O., train 25, was derailed by a broken rail near Bethlehem, Pa., at 6.25 p. m., but no injury to the clerks or mail resulted. Delayed one hour and fifteen minutes.

July 4.—Monett and Burrton R. P. O., train 102, was wrecked in the yards at Pierce City, Mo., at 6.50 a. m., by collision with the rear end of a freight train which was standing on the main track. No mail was lost or damaged. Clerk C. H. McDonald was slightly injured.

July 4.—Minneapolis and Elmore R. P. O., train 7, was derailed near Belleplaine, Minn., at 6.45 p. m., the accident being caused by sand being washed on the tracks during a heavy rain. The clerk escaped injury and there was no damage to the mail. Delayed five hours and thirty-five minutes.

July 4.—Minneapolis and Council Bluffs R. P. O., train 1, was derailed near St. James, Minn., about 12.30 a. m., and on the same date the same car and crew were derailed near Sioux City, Iowa, about 6.25 a. m., while running in train 8. No injury to the clerks or mail followed from either accident, but the car was so badly damaged in the last one as to cause its abandonment. The delays were one hour and ten minutes and two hours and fifty-five minutes, respectively.

July 5.—Chicago, Freeport and Dubuque R. P. O., train 147, collided with a milk train between Elgin and Fox River switch (n. o.), Ill., at 9 a. m. The postal car was telescoped at one end and Clerk Wilbur Raymond severely injured. No damage to the mail followed. Delayed five hours.

July 6.—Frankfort and Toledo R. P. O., train 3, was derailed near Shepherd, Mich., about 9.09 p. m. and the mail car badly damaged by a rail being forced through the floor and roof. The accident was caused by a tree having been blown across the track. The clerks were not injured and no damage to the mail resulted. Delayed two hours and thirty minutes.

July 8.—Atchison and Lenora R. P. O., train 1, collided with a freight train at Farmington, Kans., at 12.58 a. m. No injury to the mail or clerks resulted. Delayed two hours and forty minutes.

July 8.—Omaha and Kansas City R. P. O., train 2, was wrecked at Nebraska City, Nebr., 12.10 a. m., by the derailment of a portion of the train. There was no resulting injury to the clerks or damage to the mail. Delayed two hours and fifty minutes.

July 8.—Bastrop and Natchez R. P. O., train 2, was wrecked at 12.15 p. m., near Oakridge, La., by spreading of the rails. No damage to the car or mail or injury to the clerk followed. Delayed sixteen hours.

July 8.—Port Huron and Chicago R. P. O., train 4, was derailed near Lansing, Mich., at 9.25 p. m., without any following injury to the clerks or mail. Delayed four hours.

July 8.—Houston and El Paso R. P. O., train 9, was delayed about three hours near Devils River station (n. o.), Tex., by the derailment of the engine. No damage to the car or mail or injury to the clerk resulted.

July 9.—Kansas City and Colorado Springs R. P. O., train 2, collided with a light engine at Topeka, Kans., 3.25 p. m., without resulting damage to the mail or injury to the clerks.

July 9.—Siloam Springs and Shreveport R. P. O., train 4, was wrecked at Eagleton, Ark., 4.40 p. m., the accident being caused by the derailment of a portion of the train. The mail car was slightly damaged, but there was no injury to the clerk or mail. Delayed four hours and fifteen minutes.

July 9.—Fairmont and Clarksburg R. P. O., train 1, collided with a coal car near Monongah, W. Va., 7.34 a. m., disabling the mail car, but causing no injury to the clerk or mail. Delayed one hour.

July 9.—McLeansboro and Shawneetown R. P. O., train 43, was derailed in the yard at Shawneetown, Ill., 5.30 p. m., without following injury to the clerk or damage to the mail. Delayed two hours and twenty minutes.

July 9.—St. Louis and Monett R. P. O., train 6, was wrecked between Cuba and Leasburg Mo., 4.45 a. m., by the derailment of the tender. No clerks were injured and no mail damaged. Delayed two hours and fifty minutes.

July 10.—Butte and Salt Lake City R. P. O., train 10, was wrecked near Swanlake, Idaho, 2.15 p. m., the accident being caused by depression of the track. The mail car, clerks, and mail escaped injury. Delayed five hours.

July 10.—Omaha and Nelson R. P. O., train 10, was derailed at Council Bluffs, Iowa, 5.25 p. m., but no injury to the clerks or mail followed. Delayed one hour and thirty minutes.

July 10.—Boston and Albany R. P. O., train 32, collided with an engine at Rensselaer, N. Y., at 12.50 a. m., delaying the train one hour and twenty minutes, but causing no injury to the clerks or mail.

July 11.—Chicago and West Liberty R. P. O., train 19, was derailed at Washington Heights, Ill., 4.30 p. m., without following damage to the mail or injury to the clerks. Delayed two hours and ten minutes.

July 13.—Chicago and Minneapolis R. P. O., train 5, collided with a freight car at Watertown Junction, Wis., at 12.45 p. m. Both postal cars in the train were damaged, but no mail was lost and the clerks escaped injury. Delayed thirty minutes.

July 16.—Sidell and Olney R. P. O., train 17, was derailed while crossing a trestle near St. Marie, Ill., 4.30 p. m. The mail car was thrown down an embankment and totally wrecked, but the clerk, fortunately, escaped injury. No damage followed to the mail. Delayed two hours and thirty minutes.

July 17.—Jacksonville and Port Tampa R. P. O., train 32, was wrecked near Sanford, Fla., at 1.05 a. m., caused by the train running over a cow. No damage or injury resulted to the car, mail, or clerk. Delayed four hours.

July 18.—Texarkana and Whitesboro R. P. O., train 33. The engine was derailed near Dekalb, Tex., at 5 p. m., causing a delay of three hours and fifteen minutes, but resulting in no damage to the mail or car or injury to the clerk.

July 18.—Pocatello and Portland R. P. O., train 1, collided with a light engine at Cayuse Station, Oreg., 7.25 a. m., slightly damaging the mail car. Clerk Walter Conner jumped from the train to avoid the collision and was severely injured. No damage to the mail resulted. Delayed ten hours.

July 18.—Hamlet and Jacksonville R. P. O., train 31, was wrecked about 9 a. m. near Kollock, S. C., by the derailment of the tender. There was no damage to the mail or injury to the clerk. Delayed two hours.

July 18.—Louisville and Fulton R. P. O., train 102, was derailed at Mercer, Ky., 2.15 p. m. The mail car was so badly damaged as to cause its abandonment. Clerk Charles W. Young was slightly injured. No damage to the mail followed. Delayed three hours.

July 19.—Clarksburg and Pickens R. P. O., train 15, was wrecked by running into a landslide near Indiancamp, W. Va., at 9.50 p. m. No mail was lost or destroyed. Acting Clerk A. L. Wetzel was slightly injured. Delayed sixteen hours and thirty minutes.

July 19.—Huron and Pierre R. P. O., train 7, was derailed near Ree Heights, S. Dak., about 8.15 p. m., the accident being caused by the train running into a herd of cattle. The entire train left the track. The clerk escaped injury and no mail was lost or damaged. Delayed fourteen hours.

July 20.—Florence and Augusta R. P. O., train 32, was wrecked at Creston, S. C., 5.25 p. m., by collision with a freight train. Clerk C. M. Ward was slightly injured. No loss or damage to the mail. Delayed two hours and twenty-five minutes.

July 20.—Caldwell and Fort Worth R. P. O., train 1, collided with a freight train near Siding No. 2 (n. o.), Ind. T., at 2.05 a. m. The mail car was telescoped and destroyed, but Clerk Robert Davis escaped with slight injuries. No damage resulted to the mail. Delayed seven hours and forty minutes.

July 20.—St. Louis and Monett R. P. O., train 1, was derailed at Stanton, Mo., 11 a. m., without resulting damage to the mail or injury to the clerks. Delayed three hours and ten minutes.

July 20.—Lincoln and Alma R. P. O., train 50, was delayed two hours and thirty minutes near Brainard, Nebr., 9.06 a. m., by the derailment of the engine and tender. The clerk escaped injury and there was no damage to the mail.

July 22.—Kansas City and Colorado Springs R. P. O.'s, trains 5 and 6, collided with each other near Burlington, Colo., at 2.20 a. m. Clerk C. C. Armstrong in the former train was severely and the clerk in the latter slightly injured. There was no damage to the mail. Delayed seven hours.

July 22.—St. Paul and Spokane R. P. O., train 2, was wrecked near Homestake, Mont., 12.20 a. m., the accident being caused by the train striking rocks on the track. The mail car was damaged but the clerks and mail escaped injury. Delayed four hours and thirty-five minutes.

July 24.—New York and Washington R. P. O., train 78, collided with the first section of that train at Wilmington, Del., at 3.27 a. m., but no damage to the car or mail or injury to the clerks resulted. Delayed about one hour.

July 24.—St. Louis and Monett R. P. O., train 6, was delayed two hours near St. James, Mo., at 4.56 a. m., by the derailment of the tender. The clerks and mail were not injured.

July 24.—New Orleans and Houston R. P. O., train 10, was wrecked at Amelia, Tex., 9.10 a. m., by the derailment of the tender. The trucks were wrenched from the postal car, scattering the mail, none of which, however, was lost. The clerk escaped injury. Delayed two hours and ten minutes.

July 25.—Chicago, Decatur and Quincy R. P. O., train 11, was derailed at Custer Park, Ill., 12.34 p. m., without following injuries to the clerks or damage to the mail. Delayed three hours and thirty minutes.

July 25.—Danville and Thebes R. P. O., train 103, was derailed near Benton, Ill., 11.10 a. m., the entire train leaving the track. Although the mail car was overturned the clerk and mail escaped injury.

July 25.—Boston and Albany R. P. O., train 31, was wrecked at Washington, Mass., at 10.46 p. m., the accident being caused by a rock slide. No injury was received by the clerks and no damage followed to the mail. Delayed five hours and forty-nine minutes.

July 26.—Salt Lake City and Uvada R. P. O., train 2, ran over a cow near Modena Station (n. o.), Utah, at 2 p. m., damaging the mail car but causing no injury to the clerk or mail. Delayed seven hours.

July 26.—New Orleans and Houston R. P. O., train 7, was wrecked near Beaumont, Tex., at 6.15 a. m., from an unknown cause. The mail car was derailed and overturned, but was only slightly damaged. The clerks escaped injury. A portion of the mail was damaged by water. Delayed four hours and fifteen minutes.

July 26.—Concord and Claremont R. P. O. and Concord and Peterboro R. P. O., in train 24, Boston and Maine Railroad, were derailed at West Concord, N. H., 9.50 a. m., without following injury to the clerks or damage to the mail. Delayed about two hours.

July 27.—Milaca and Willmar R. P. O., train 5, was wrecked at 12.15 p. m., at New Paynesville, Minn. The clerk escaped injury and there was no loss or damage to the mail.

July 27.—Indianapolis and Decatur R. P. O.'s, trains 2 and 1, collided with each other at Camargo, Ill., at 12.50 p. m. Both mail cars were badly damaged, but the clerks and mail escaped injury. The delay to the former train was six hours and forty-five minutes and to the latter three hours and thirty minutes.

July 27.—Birmingham and Greenville R. P. O., train 35, was wrecked near Greenville, Miss., about 10.45 p. m., by running into an open switch and colliding with freight cars standing thereon. Clerk G. F. Harrington was severely injured. No mail was lost or damaged. Delayed two hours.

July 28.—Benson and Nogales R. P. O., train 1, was wrecked near Fairbank, Ariz., at 6.25 p. m., the accident being due to the breaking down of the tender. The mail car was slightly damaged but no injury to the clerk or mail ensued. Delayed four-teen hours.

July 29.—Atlanta, Macon and Montgomery R. P. O., train 7, was wrecked in the yards at Macon, Ga., at 7.50 p. m., by collision with a freight train. No damage to the mail or injury to the clerk resulted. Delayed two hours and forty minutes.

July 29.—New Orleans and Houston R. P. O., train 10, was delayed near Avondale (n. o.), La., at 6.55 p. m., by the derailment of the tender. There was no damage to the car or mail, and the clerk was not injured. Delay, fifty minutes.

July 31.—Independence and Elgin R. P. O., train 264, was wrecked in the yards at Independence, Kans., at 3.25 p. m., by the derailment of a box car in the train. No injury to the clerk or damage to the mail followed.

July 31.—St. Paul and Decorah R. P. O., train 3, was wrecked at Austin, Minn., 2.25 p. m., by the derailment of the train and subsequent collision with a switch engine. The mail car was overturned and badly broken up. Clerk A. D. Galusha was slightly injured. All the mail was thrown from the cases but none lost or damaged. There was but slight delay to the train.

August 1.—Chicago, Irene and Dubuque R. P. O., train 31, collided with an engine and two cars at a railroad crossing at Chicago Ill., 3.05 p. m., damaging the mail car but resulting in no injury to the clerks or mail. Delayed one hour and fifty minutes.

August 1.—Detroit and Grand Haven R. P. O., train 18, ran into a train of cars projecting over the main track at Detroit, Mich., 9.05 p. m., damaging one side of the mail car but causing no injury to the clerks or mail. Delayed thirty minutes.

August 2.—Memphis and New Orleans R. P. O., train 31, was wrecked between Maud and Dundee, Miss., at 6.15 p. m., by the derailment of the engine. No damage to the mail or injury to the clerk resulted. Delayed six hours and forty-five minutes.

August 2.—Superior and Strong R. P. O., train 308, was wrecked near Abilene, Kans., at 10.30 p. m., the accident being due to the derailment of the engine. The clerks were not injured and there was no damage to the mail. Delayed three hours.

August 4.—Denver and Fort Worth R. P. O., train 2, was derailed near Good-night, Tex., at 9.35 p. m., without following injury to the clerk or mail. Delayed about eighteen hours.

August 4.—Manistee and Toledo R. P. O., train 4, collided with a switch engine at Mershon, Mich., 11.20 a. m., slightly injuring Clerk E. M. Cloonan. No mail lost or destroyed. Delayed one hour and fifteen minutes.

August 4.—Butler and Madison R. P. O., train 350, was wrecked near Lone Elm, Kans., at 7.40 a. m., by the ditching of three freight cars. There was no damage to the car or mail and the clerk escaped injury. Delayed ten hours.

August 4.—Riverside and Doerun R. P. O., train 5, was wrecked in the yards at Des Loge, Mo., 8.51 p. m., the accident being caused by a misplaced switch, resulting in the train colliding with cars loaded with ore and coal. The mail car was damaged and clerk G. F. Brown slightly injured. Delayed two hours and thirty minutes.

August 4.—Osawatomie and Coffeyville R. P. O., train 5. While the mail car was standing in the yards at Yates Center, Kans., at 3.05 a. m., it was backed into and run out upon an open switch and derailed. Clerk J. W. C. Spring was slightly injured. Delayed about thirty-five minutes.

August 5.—R. A. Lucas, New York and Pittsburg R. P. O., detailed as assistant transfer clerk at the Pennsylvania Railroad depot at Harrisburg, Pa., while attending to his duties at that station, was struck by an engine, run over, and both legs cut off below the knee. Death resulted from his injuries on August 12, 1900.

August 6.—Monroe and Atlanta R. P. O., train 403, was wrecked at Monroe, N. C., 9.10 a. m., by spreading of the track. The clerk was not injured and no mail lost or damaged. Delayed three hours and ten minutes.

August 6.—Chicago, Irene and Dubuque R. P. O., train 3, collided with a freight train at East Rockford, Ill., 1.45 a. m., without resulting injury to the clerks or damage to the mail. Delayed three hours and ten minutes.

August 6.—Cairo and Gatesville R. P. O., train 3, was wrecked at Aurich, Ark. (n. o.), at 12.55 a. m., by running into an open switch and colliding with the rear end of a freight train. The mail car was so badly damaged as to compel its abandonment. The clerks and mail escaped injury. Delayed seven hours and thirty-five minutes.

August 6.—Denver and Fort Worth R. P. O., train 1, was wrecked at Vernon, Tex., at 12.10 p. m., caused, it is supposed, by spreading rails. There was no damage to the mail or car, and the clerk was not injured. Delayed seven hours.

August 7.—New York, Somerville and Easton R. P. O., train 5, was derailed near

Annandale, N. J., at 9.16 a. m., without following injury to the clerk or mail. Delayed about fifty-five minutes.

August 7.—Tuckerton and Philadelphia R. P. O., train 385, was derailed at Hanover, N. J., at 4.47 p. m. No injury to the clerk or mail resulted. Delayed about three hours.

August 7.—Asheville and Murphy R. P. O., train 19. The engine was derailed by a spike placed on the tracks near Whittier, N. C., at 5.45 p. m., without resulting injury to the clerk or mail. Delayed two hours and ten minutes.

August 7.—Chicago and Louisville R. P. O., train 3, was wrecked by a head-on collision at South Raub, Ind., at 1 a. m. The postal car was demolished, but Clerks Erwin and Taylor escaped with slight injuries. About half of the mail was damaged by water from the tender. Delayed eleven hours.

August 8.—Houston and El Paso R. P. O., train 10, was wrecked near Delrio, Tex., at 12.20 p. m., the accident being caused by the giving way of a culvert due to a heavy rain. The mail car spanned the chasm, derailed, but no damage to it or to the mail, or injury to the clerk followed. Delayed about twelve hours.

August 8.—Tallahassee and Carrabelle R. P. O., train 1, was wrecked near Arran, Fla., at 1 p. m., by the breaking of an axle under the engine. No damage to the car or mail or injury to the clerk ensued. Delayed two hours and twenty minutes.

August 9.—Williamsport and Pottsville R. P. O., train 5, was wrecked at Mahanoy City, Pa., 2.25 p. m., by running into a misplaced switch, but no injury to the clerk, car, or mail resulted. Delayed one hour and thirty minutes.

August 9.—Orangeville and Watsonstown R. P. O., train 2, was wrecked at Schuylers, Pa., at 11.20 a. m., by running into an open switch. Mail, car, and clerk were not injured. Delayed six hours.

August 10.—Newton and Galveston R. P. O., train 407, was wrecked by collision with a light engine standing on a side track at Arkansas City, Kans., at 8.40 a. m. The mail car was slightly damaged but no mail was lost or destroyed, and the clerks were not injured. Delayed forty-five minutes.

August 10.—Asheville and Charleston R. P. O., train 9, was run into by a freight train at Landrum, S. C., at 12.06 p. m., painfully injuring Clerk H. G. Cliff and damaging a portion of the mail by oil and water. Delayed two hours and ten minutes.

August 10.—Richmond and Cliftonforge R. P. O., train 12, was wrecked at Warren, Va., at 5.25 a. m., by being run into by a freight train. A portion of the train was thrown into a canal, but there was no loss or damage to the mail. The postal clerk was slightly injured.

August 11.—Charlotte, Savannah and Jacksonville R. P. O., train 35, was wrecked near Johnson Station, Ga., at 6.19 a. m., by a head-on collision with a freight train. The postal car was telescoped, the entire tender and a portion of the engine entering the car. A portion of the registered and paper mail was damaged. No mail was supposed to have been lost. Clerk J. R. Boyd was slightly injured. Delayed eight hours and twenty-six minutes.

August 12.—New Orleans and Houston R. P. O., train 5-9, was wrecked at Lacasine, La., at 5.30 p. m., by the trucks of the tender breaking loose. The postal car was badly damaged, but no mail was lost or destroyed. Clerk John F. Miller and Substitute Clerk Lucius O'Bryan were slightly injured. Delayed eight hours and thirty minutes.

August 12.—Sedalia and Denison R. P. O., train 4, was wrecked at Caddo, Ind. T., 5.20 a. m., the accident being caused by a defective switch. The postal car was partly overturned, without, however, injuring the clerks. No mail was lost or destroyed, but a portion of it was damaged by oil. Delayed eight hours.

August 13.—Augusta and Tonnille R. P. O., train 43, was wrecked near Tonnille, Ga., at 1.25 p. m., caused by the train becoming uncoupled and the rear section colliding with great force with the front section. No mail was lost, damaged, or destroyed, but Clerk O. T. Gonder was severely injured. Delayed seven hours.

August 13.—Kansas City and Lajunta R. P. O., train 115. The derailment of the tender near Desota, Kans., at 2.52 a. m., caused a delay of thirty-three minutes. No mail was lost or damaged, and the clerk escaped injury.

August 13.—Washington and Harrisonburg R. P. O., train 14, collided with an engine in the yards at Washington, D. C., 11.50 a. m., with but slight damage to the mail car and no loss to the mail. The clerk was slightly injured.

August 14.—Lincoln and Kansas City R. P. O., train 42, ran into an open switch at Amazonia, Mo., 9.20 a. m., and collided with a train of freight cars standing on the side track. No damage to the mail resulted, and the clerk was not injured. Delayed one hour and twenty minutes.

August 15.—Lawrence and Burlington R. P. O., train 205. While the train was at Ottawa, Kans., at 8.15 p. m., a car was violently backed against the mail car with such force that Clerk J. D. Herring was thrown against a table and severely injured.

August 15.—Sumas, New Whatcom and Seattle R. P. O., train 2, ran into an open switch at Everett Junction (n. o.), Wash., 9.35 a. m., and collided with the rear end of a freight train. No injury to the clerk, car, or mail. Delayed forty-five minutes.

August 15.—Mackinaw and Richmond R. P. O., train 2, collided with an express train near Pierson, Mich., about 5.40 a. m., completely demolishing the mail car and injuring Clerk Martindale. The mail was slightly damaged by water, but all recovered. Delayed about fifteen hours.

August 16.—Rochester and Niagara Falls R. P. O. While Clerk G. W. Smith was exchanging mails at Lockport, N. Y., he was struck and injured in the ankle by the lock of a pouch thrown into the car by the mail messenger.

August 16.—Chicago and St. Louis R. P. O., train 8, while running over a piece of "bad track" and before the train could be slowed down, Clerk S. G. Grubb was violently thrown by the lurching of the car and severely injured.

August 16.—Denver and Fort Worth R. P. O., train 2, a portion of the train was derailed near Graneros, Colo., at 9.35 a. m., delaying the train one hour, but causing no damage to the mail or injury to the clerk.

August 16.—Hagerstown and Roanoke R. P. O., train 3, was wrecked at Elkton, Va., 11.39 a. m., without ensuing damage to the mail or injury to the clerk. Delayed one hour and twenty-five minutes.

August 17.—Kansas City and Colorado Springs R. P. O., train 6, collided with the rear end of a freight train near Bethune, Colo., about 1.50 a. m. All the mail was thrown from the cases, but none lost or damaged. Clerk George W. Meldrum was slightly injured. Delayed five hours.

August 17.—Salt Lake City and Belknap Station R. P. O., train 10, was run into at the rear end of the train by a special train which was following. The front platform of the mail car was badly damaged, but no injury to the clerk or mail followed. Delayed four hours and twenty-five minutes. This accident occurred at Lehi City, Utah, 8.46 a. m.

August 17.—Omaha and Ogden R. P. O., train 101, collided with a pile driver at Red Desert Station (n. o.), Wyo., 8 a. m., without resulting damage to the mail or injuries to the clerks. Delayed fifty-five minutes.

August 17.—New York and Chicago R. P. O., train 3, was wrecked at Baybridge, near Sandusky, Ohio, about 12.45 a. m., the accident being caused by a broken rail. Five postal cars were in the train, three of which were derailed and thrown into the bay, one car being totally submerged in the water and the others partially so. Two cars were destroyed beyond repair in attempting to lift them from the water. A large amount of letter and paper mail was lost and destroyed. The following clerks were injured: J. C. Beck, jr., Frank Greening, S. G. Walton, W. E. Rose, B. S. Wise, A. L. Spalding, M. E. Lamb, William Peffley, A. C. Cleaveland, J. H. Rauch, P. W. Hurst, and R. H. Scott.

August 18.—While E. T. Smith, assistant transfer clerk at the New York Central station, Buffalo, N. Y., was endeavoring to prevent the upsetting of a truck he was drawing and which had struck an obstacle, his foot was crushed by a case falling upon it.

August 20.—Winona and Huron R. P. O., train 10, was derailed in the yards at Mankato, Minn., 4.45 p. m., by a defective switch. No damage to the car or mail or injury to the clerk followed. Delayed one hour and five minutes.

August 20.—St. Paul and Spokane R. P. O., train 2, collided with a switch engine in the yards at Livingston, Mont., 5.55 a. m., slightly damaging the mail car, but causing no injury to the clerk or mail. Delayed six hours and fifty minutes.

August 20.—Austin and Albia R. P. O., train 1, was derailed near Steamboat Rock, Iowa, at 10.50 a. m., but the clerks escaped injury and there was no damage to the mail. Delayed forty-five minutes.

August 21.—Manchester, Lawrence and Boston R. P. O., train 32, collided with a freight train at Derry, N. H., 2 p. m., without following injury to the clerk or mail. Delayed about two hours.

August 22.—New York and Pittsburg R. P. O., train 21, collided with a shifting engine in the yards at Harrisburg, Pa., at 7.20 p. m., damaging one of the postal cars in the train, but causing no injury to the clerks or mail. Delayed one hour and thirty minutes.

August 22.—Chicago and Minneapolis R. P. O., train 58, was derailed at Mayfair, Ill., 2.35 a. m., without injury to the clerks or damage to the mail. The steps of the mail car were broken off. Delayed three hours and fifty minutes.

August 22.—St. Louis and Monett R. P. O., train 6, was wrecked near Stanton, Mo., about 6.30 a. m., by the derailment of the tender. No mail was lost or damaged and the clerks escaped injury. Delayed five hours.

August 22.—Quincy and Council Bluffs R. P. O., train 1. The derailment of the

tender in the yards at Clyde, Mo., 3.45 p. m., caused a delay of three hours and fifteen minutes, without resulting injury to the clerk or mail.

August 23.—Groveton and Boston R. P. O., train 45, ran into an open switch at Lisbon, N. H., at 4 p. m. No damage to the mail or injury to the clerks followed. Delayed fifty minutes.

August 24.—Des Moines and Kansas City R. P. O., train 7, was wrecked near Norborne, Mo., at 5 a. m., by collision with a freight car that had been blown out onto the main track during a storm. No clerks were injured and no mail lost or damaged. Delayed one hour and thirty minutes.

August 24.—Portland and San Francisco R. P. O., train 16. This train met with an accident near Slatonis, Cal., at 8.30 a. m., which was caused by the breaking of an axle of one of the engines pulling the train. No injury followed to the clerks, car, or mail. Delayed four hours and fifty minutes.

August 24.—Chattanooga and Meridian R. P. O., train 1, was wrecked in the yards at Birmingham, Ala., 10.20 p. m., caused by the derailment of the engine. No injury to the clerks or damage to the car or mail resulted. Delayed one hour and thirty-five minutes.

August 25.—Omaha and Ogden R. P. O., train 3, collided with the rear of a freight train at Evanston, Wyo., 2.15 a. m., but no damage to the mail or car or injury to the clerks followed. Delayed one hour.

August 25.—Rumford Falls and Lewiston R. P. O., train 5, and Skowhegan and Portland R. P. O., train 12, were in collision at Rumford Junction, Me., 10.57 a. m., without resulting injury to the clerks or mail. Delayed about one hour.

August 26.—Butte and Salt Lake City R. P. O.'s, trains 8 and 9, collided with each other at Divide, Mont., 5.45 p. m., the accident being due to a misplaced switch. No damage to the cars, mail, or clerk ensued. The former train was delayed one hour and forty minutes and the latter four hours.

August 27.—St. Paul and Spokane R. P. O., train 6, ran into the rear end of another train near St. Paul, Minn., about 5.45 p. m., but no injury to the clerk or mail resulted. Delayed one hour and fifteen minutes.

August 27.—Cumberland and Elkins R. P. O., train 2, was wrecked at Harrison, W. Va., 10.05 a. m., by collision with freight cars, the accident being caused by a misplaced switch. There was no mail lost or damaged and the clerk was not injured. Delayed fifty minutes.

August 27.—Manilla and Yankton R. P. O., train 2, was derailed near Mapleton, Iowa, at 8.15 a. m., caused by a defective switch. No injury to the clerk or mail resulted. Delayed forty minutes.

August 29.—Hannibal and Gilmore R. P. O., train 4. The breaking down of the engine caused a delay of three hours, without resulting injury to the clerk or mail, near Frankford, Mo., at 9.20 p. m.

August 29.—Omaha and Ogden R. P. O., train 3. This train was held up by train robbers near Tipton Station, Wyo., at 8.30 p. m. The engine and mail and express cars were cut loose from the balance of the train and taken to a point about 1½ miles away. All hands were taken away from the train and guarded by a portion of the robbers while the safe in the express car was being blown open and robbed. No attempt was made to enter the mail car. Delayed one hour and twenty minutes.

August 31.—Winona and Huron R. P. O., collided with a switch engine in the yards at Tracy, Minn., 10.44 p. m., the accident being caused by an open switch. Clerk W. S. Crandall was severely injured.

September 1.—Omaha and Ogden R. P. O., trains 4 and 5, collided near Paddock Station, Nebr., at 4.30 a. m., the accident being due to the failure of an engineer to obey orders. Both postal cars were damaged. All of the clerks escaped injury with the exception of A. L. Rush, who jumped from the train and was slightly bruised. No mail was lost or damaged. The delay to train 5 was one hour and to train 4 two hours and forty-five minutes.

September 1.—Des Moines and Kansas City R. P. O., train 3, was wrecked near East Des Moines, Iowa, at 9.18 p. m., by collision with freight cars which had been left on the main track. No mail was lost or damaged and the clerk was not injured. Delayed one hour and twenty minutes.

September 3.—Des Moines and Winterset R. P. O., train 313, was derailed near Springhill, Iowa, at 5.35 p. m., without resulting injury to the clerk or mail. Delayed thirty minutes.

September 3.—New York, Dover and Easton R. P. O., train 406, was derailed at Dover, N. J., 9.45 p. m. Mails, car, and clerk escaped injury. Delayed one hour and thirty minutes.

September 3.—Quincy and Council Bluffs R. P. O., train 2, was derailed near Strahan, Iowa, at 9.20 a. m. No injury to the mail or clerks followed. Delayed three hours and fifty minutes.

September 4.—Minneapolis and Council Bluffs R. P. O., train 76, collided with freight cars at Union Pacific Transfer Switch (n. o.), Iowa, about 8.15 p. m., causing slight damage to the mail car, but no injury to the mail or clerks. Delayed one hour and twenty-five minutes.

September 4.—Malone and Utica R. P. O., train 678, collided with another train at Holland Patent, N. Y., 2.08 a. m., derailing the engine, but causing no injury to the clerks, mail, or car. Delayed four hours.

September 5.—Texarkana and El Paso R. P. O., train 4. A gate of a railroad crossing entered the door of the mail car at East Dallas, Tex., 7.30 p. m., slightly damaging the car and painfully injuring Clerk O. B. Sloan.

September 5.—Portland and Island Pond R. P. O., train 2, and the Bangor and Boston R. P. O., train 102, were in collision at Yarmouth Junction, Me., 5.35 p. m., derailing both engines, but causing no injury to the clerks or mail. The former train was delayed one hour and fifty minutes and the latter one hour and twenty-two minutes.

September 6.—Chicago and Marion R. P. O., train 5, collided with a freight train near Brown Station, Iowa, at 7.46 p. m., derailing the mail car and throwing the mail from the cases, some of which was damaged by oil and water. The clerks escaped injury. Delayed eight hours and thirty-five minutes.

September 6.—Chicago, Irene, and Dubuque R. P. O., train 32, collided with an express train near Burlington, Ill., at 12 noon, slightly injuring Clerk W. H. Munger. The mail was thrown from the cases, but none lost or damaged. Delayed one hour and fifteen minutes.

September 6.—Grafton and Cincinnati R. P. O., train 3, ran into the rear end of a freight train near Mineral, Ohio, at 1.36 p. m. The clerks escaped with slight injuries and there was no loss or damage to the mail. Delayed four hours.

September 7.—Cairo and Gatesville R. P. O., train 2, collided, head on, with a freight train at Trinidad, Tex., about 11 p. m., the accident being caused by an open switch. Clerk John M. Dennis was slightly injured and there was some damage to the mail car. No loss or damage to the mail. Delayed about six hours.

September 7.—Paris and Ennis R. P. O., train 5, was wrecked near Kaufman, Tex., by collision with a loaded coal car, at 7.45 p. m., without following injury to the clerk or mail.

September 8.—Burlington and St. Louis R. P. O., train 1, was wrecked at Keokuk, Iowa, 7.50 a. m., by the derailment of the baggage car. The clerks escaped injury, and there was no damage to the car or mail.

September 8.—Rogianville and Galveston R. P. O., train 2, was ditched by a hurricane at Port Bolivar, Tex., about 5 p. m. The clerk escaped and took refuge in a light-house. Some equipment and a small amount of mail were lost.

September 9.—Texarkana and Laredo R. P. O., train 4, was derailed near Milano, Tex., the accident being caused by spreading rails. The clerks escaped injury and there was no damage to the mail. Delayed about ten hours and thirty minutes.

September 10.—Ishpeming and Chicago R. P. O., train 5, was derailed by an open switch at Appleton, Wis., 6.15 p. m. No mail was lost or damaged. Clerk J. M. Delaney jumped from the car and was severely injured. Delayed five hours and ten minutes.

September 10.—Pittsburg and St. Louis R. P. O., train 5, was derailed at Effingham, Ill., 11.20 a. m., by a misplaced switch. No damage to the mail or injury to the clerks followed. Delayed two hours.

September 11.—Spokane and Seattle R. P. O.'s, trains 3 and 4, were in a head-on collision near Skykomish, Wash., at 11.35 p. m. The mail cars of both trains were damaged but no injury to the clerks or mail resulted. The delay to the former train was six hours and thirty minutes and to the latter seven hours and forty-five minutes.

September 11.—St. Louis and Council Bluffs R. P. O., train 4, was derailed near Blanchard, Iowa, about 8 p. m., without following injury to the clerks or mail. Delayed one hour and ten minutes.

September 11.—Denver and Fort Worth R. P. O., train 1, was delayed about four hours near Tolbert, Tex., at 10.45 a. m., by the derailment of the tender. No damage or injury resulted to the mail or clerks.

September 12.—Chicago and Cairo R. P. O., train 25, was wrecked in the yards at Beechwood, Ill., 1 p. m., by the breaking of a wheel under a passenger coach. Ten persons were killed in this wreck, but the clerks escaped injury and there was no loss or damage to the mail. Delayed thirty minutes.

September 12.—Wheeling and Chicago R. P. O., train 8, was derailed near Miller, Ind., at 11.42 a. m., caused by the roof of a freight car being blown to the main track during a gale. The postal car was so badly damaged as to cause its abandonment. The clerks and mail escaped injury. Delayed twelve hours.

September 12.—Chicago and St. Louis R. P. O., train 3, collided with a freight train at a railroad crossing in Springfield, Ill., 12.30 a. m., without injury to the clerks or damage to the mail. Delayed three hours and fifty minutes.

September 12.—Capitan and El Paso R. P. O., train 2, was derailed at Capitan, N. Mex., 8.15 a. m., by collision with loaded coal cars. The mail car was damaged and abandoned. No injury to the clerks or mail. Delayed three hours and forty-five minutes.

September 13.—Cairo and Poplar Bluffs R. P. O., train 47, was derailed at the Cairo Incline (n. o.), Ill., 3.25 p. m., without loss or damage to the mail or injury to the clerk. Delayed forty minutes.

September 13.—Moir and Brandon R. P. O., train 15 was wrecked near Mada-waska, N. Y., at 6.55 p. m., by the derailment of a portion of the train. No injury to the car, mail, or clerks. Delayed about eleven hours.

September 14.—Chicago, Monon and Cincinnati R. P. O. (short run), train 35, collided with an engine at Cottagegrove, Ind., 6.12 a. m. The mail car was so badly damaged as to be abandoned. Clerk Patrick Farley was slightly injured. No loss or damage to the mail. Delayed two hours and thirty minutes.

September 14.—Kansas City and Geneseo R. P. O., train 5, was wrecked near Paola, Kans., at 11.45 p. m., the cause of the accident being unknown. The entire train, with the exception of the engine, was derailed. The mail car was partly overturned and badly damaged. There was no loss to the mail, but a small portion of it was damaged by oil from the lamps. Clerks John K. Stewart and Fred. Bottcher were slightly injured. Delayed four hours.

September 15.—Florence and Augusta R. P. O., train 35, was wrecked between Rob-bins and Ellenton, S. C., at 7.15 a. m., from an unknown cause. No damage to the mail or injury to the clerk followed. Delayed one hour and twenty minutes.

September 15.—Portland and San Francisco R. P. O., train 15. An accident was caused to this train near Roseburg, Oreg., at 5.40 a. m., due to the breaking of an axle of the engine. The mail car was slightly damaged, but the clerk and mail sus-tained no injury. Delayed ten hours and thirty minutes.

September 16.—Pocatello and Portland R. P. O., train 6, was wrecked in the yards at Huntington, Oreg., at 2.10 p. m., caused by spreading rails. The mail car was slightly damaged. No injury to the clerks or mail. Delayed twenty minutes.

September 17.—Rockaway and High Bridge R. P. O., train 14, while standing at Caliton Station, N. J., at 4.34 p. m., was run into by a freight train and the mail car slightly damaged. The clerks and mail escaped injury. Delayed about thirty minutes.

September 19.—Lynchburg and Bristol R. P. O., train 34, collided with the rear end of a freight train near New River Depot, Va., at 11.15 p. m. No injury to the clerk or damage to the car or mail resulted. Delayed four hours and fifteen minutes.

September 20.—Washington and Charlotte R. P. O.'s trains 38 and 34, were in col-lision at Potts, Va., slightly damaging the postal car of the former train and slightly injuring Clerks Harry Darling and George L. Orr. No mail lost or destroyed. Delayed two hours.

September 20.—Sacramento and San Francisco R. P. O., train 31, ran into an open switch at Haywards, Cal., at 2.10 p. m., and collided with a freight train. No injury to the clerk, car, or mail ensued. Delayed one hour and thirty minutes.

September 20.—Cape Girardeau and Hunter R. P. O., train 1. Portions of this train were derailed near Taskee Station, Mo., at 9.25 a. m.; near the same locality at 10.50 a. m., and near Hunter, Mo., at 2.45 p. m., the latter accident being caused by the derailment of the engine and the former by the derailment of the tender. No dam-age to the mail or injury to the clerk followed.

September 20.—Rumsey and Elmira R. P. O., train 77, was wrecked near Esparto, Cal., at 3.25 p. m., by the breaking of wheels of the tender. Clerk C. R. Meadows was slightly injured. No damage to the car or mail. Delayed six hours.

September 22.—Creston and Peggalls R. P. O., train 87, was wrecked between Par-lers and Vances, S. C., about 7 a. m., by the breaking of the train and the two sec-tions colliding. Clerk A. P. Prioleau was severely injured. No mail lost, damaged, or destroyed. Delayed three hours.

September 23.—Omaha and Ogden R. P. O., train 4, ran into the rear of a gravel train standing on the main track near Green River, Wyo., at 2.49 a. m., without result-ing injury to the clerk or damage to the mail. Delayed nine hours and thirty minutes.

September 23.—St. Louis and Texarkana R. P. O., train 53. The derailment of the engine near Bryant, Ark., at 3.45 p. m. caused a delay of five hours. There was no damage to the mail or injury to the clerks.

September 24.—The New York and Pittsburg R. P. O., train 20, collided with the rear end of a freight train near Lewistown, Pa., at 8.23 a. m., badly damaging the

postal car, but causing no injury to the clerks or mail. Delayed one hour and thirty minutes.

September 24.—Houston and El Paso R. P. O., train 9, was derailed near Valentine, Tex., at 4.15 a. m., by a defective switch. There was no damage to the mail and the clerk was not injured. Delayed nine hours and fifteen minutes.

September 24.—Dubuque and Sioux City R. P. O., train 3, ran into the rear end of a freight train standing on the main track near Peosta, Iowa, 5.25 a. m., derailing the engine, but causing no damage to the car or mail or injury to the clerks. Delayed two hours.

September 24.—Springfield and St. Louis R. P. O., train 3, ran into a freight train at St. Louis, Mo., 10.40 a. m., but no damage to the car or mail followed. Clerk J. E. Mansfield jumped from the car and was slightly injured. Delayed one hour and five minutes.

September 26.—Boston, Springfield, and New York R. P. O., train 7. This train broke in two at Trinity Station (Boston city), Mass., and the sections came together with such force as to throw Clerks W. R. Whitney and Fuller. The former was severely and the latter slightly injured. Delayed thirty minutes.

September 26.—Fort Worth and Brownwood R. P. O., train 2, was derailed near Dublin, Tex., at 11.15 a. m., the accident being caused by bad track. The mail car was partly overturned and Clerks W. I. Keeling and William A. Shelton slightly injured. The mail was thrown from the cases, but recovered without damage. Delayed three hours and fifty minutes.

September 26.—Winona and Huron R. P. O., train 7, collided, head on, with a special freight train near New Ulm, Minn., at 10 p. m. The clerk escaped injury by jumping from the car. A small quantity of mail was damaged by oil and dirt, but none lost or destroyed.

September 26.—Quincy and Council Bluffs R. P. O., train 2, was wrecked near Maryville, Mo., at 11.45 a. m., by a broken rail. The entire train was derailed, but no mail was lost or damaged, and the clerk escaped injury. Delayed seven hours and ten minutes.

September 28.—Fort Worth and Brownwood R. P. O., train 1, was wrecked near Dublin, Tex., at 3.55 p. m., the accident being due to spreading rails. The entire train except the engine left the track. The clerk was not injured and the mail escaped damage. Delayed one hour and fifty minutes.

September 29.—Peoria and Evansville R. P. O., train 221, collided with a train at a crossing at Lerna, Ill., at 3.45 a. m., but no damage to the mail or injury to the clerk resulted. Delayed three hours and forty minutes.

September 30.—Newton and Galveston R. P. O., train 408, was wrecked near Waterloo, Okla., at 4.29 p. m., caused by the derailment of the tender. The trucks of the postal car were torn off and Clerk G. A. Shambaugh slightly injured. No damage to the mail resulted. Delayed two hours and thirty-five minutes.

September 30.—West Liberty and Council Bluffs R. P. O. While Clerk Charles P. Herrold was exchanging mail at Commerce, Iowa, in train 25, he was thrown from the car, and although the train was running at a very high rate of speed he was but slightly injured.

October 1.—Indianola and Chariton R. P. O., train 126, while crossing a trestle between Lacona and Oakley, Iowa, at 9.42 a. m., was derailed and the entire train was thrown from it and down an embankment 10 feet in height. The mail car was entirely demolished, but Substitute Clerk U. S. Thompson was but slightly injured and there was no loss to the mail. Delayed seven hours.

October 1.—Manilla and Yankton R. P. O., train 3, ran into a drove of cattle near Sioux City, Iowa, at 4 p. m., derailing the engine but causing no injury to the clerk or mail. Delayed one hour and thirty minutes.

October 2.—St. Paul and Spokane R. P. O., train 4, while standing on a siding at Recap Station (n. o.), Mont., was run into by another train. The clerk jumped from the car and escaped injury. No loss or damage to the mail resulted. Delayed three hours and fifteen minutes.

October 2.—Mound House and Keeler R. P. O., train 4. The derailment of the engine near Benton, Cal., at 1.15 p. m. caused a delay of seven hours, without resulting injury to the car, clerk, or mail.

October 3.—Decorah and Cedar Rapids R. P. O., train 502. The derailment of a portion of the train near Oelwein, Iowa, at 6.15 p. m., caused a delay of two hours and thirty minutes, without damage to the mail or injury to the clerk.

October 3.—Terre Haute and Peoria R. P. O., train 10, was derailed near Mount Zion, Ill., at 4.20 p. m., caused by cattle on the track. The clerk escaped injury and no damage resulted to the mail. Delayed thirty minutes.

October 4.—Campbell and Caruthersville R. P. O., train 1, was wrecked near Hol-

comb, Mo., at 9 a. m., by the derailment of the tender. No injury to the clerk or mail followed. Delayed one hour.

October 4.—Tutwiler and Isola R. P. O., train 523, was wrecked at Drew, Miss., at 5.30 p. m., by defective switch. There was no injury to the car, clerk, or mail. Delayed fifteen hours.

October 4.—Chicago, Abbottsford and Minneapolis R. P. O., train 2, was derailed by a washout near Stanley, Wis., about 12.15 p. m. No mail was lost or damaged and the clerk escaped injury. Delayed about one hour.

October 4.—Middletown and New York R. P. O., train 1, was in collision at Ridgefield Park, N. J., at 9.10 a. m., resulting in the mail car being badly wrecked, without injury to the clerk or mail. Delayed about one hour and thirty minutes.

October 5.—St. Joseph and Grand Island R. P. O., train 1, collided with a freight train near Wathena, Kans., at 7.03 p. m., without injury to the clerk or mail. Delayed six hours and thirty-five minutes.

October 5.—St. Louis, Louisiana and Kansas City R. P. O., train 49, collided with an express train near Bowling Green, Mo., at 3.13 a. m., but without damage to the mail or injury to the clerk. Delayed two hours and twenty minutes.

October 5.—Cairo and Poplar Bluff R. P. O., train 48, was derailed near Dudley, Mo., at 9.40 a. m., resulting in no damage to the mail or injury to the clerk. Delayed forty minutes.

October 6.—Ogden and San Francisco R. P. O., train 2, was derailed at Goldrun, Cal., at 3.35 p. m., by a defective switch. The mail car was slightly damaged, but no injury to the clerks or mail resulted. Delayed eight hours and twenty minutes.

October 7.—Boston, Providence and New York R. P. O., train 69. While mails were being unloaded at Grand Central Station, New York, N. Y., two postal cars were badly damaged by cars being violently switched against them and also resulting in serious injuries to Clerk W. J. Stoddard.

October 9.—St. Louis, Louisiana and Kansas City R. P. O., train 48, was wrecked by collision with a construction train between Glasgow and Gilliam, Mo., at 3 p. m. There was no following injury to the clerks or mail. Delayed one hour.

October 9.—Kansas City and Lajunta R. P. O., train 7, while switching in the yards at Kansas City, Mo., collided with a freight car. The mail car was badly damaged and abandoned. The clerks escaped injury and no mail was lost or damaged.

October 9.—Hannibal and Gilmore R. P. O., train 3, was wrecked near Bowling Green, Mo., at 1 p. m., by the derailment of a freight car in the train. There was no damage to the mail or injury to the clerk. Delayed two hours.

October 9.—Sedalia and Denison R. P. O., train 4, was wrecked by collision with train 1 at Canadian, Ind. T., at 8.10 a. m., without damage to the mail or injury to the clerks. Delayed five hours.

October 10.—Peoria and Mason City R. P. O., train 3, was derailed between Little York and Seaton, Ill., at 8.05 p. m., but no injury to the mail or clerk resulted. Delayed six hours and twenty minutes.

October 10.—Orangeville and Watsontown R. P. O., train 2, was wrecked near Jerseytown, Pa., at 11.55 p. m., by trees that had been blown across the track. No damage to mail or car and no injury to the clerk followed. Delayed five hours.

October 10.—Clarksburg and Pickens R. P. O., train 26. The derailment of a portion of the train at Selbyville, W. Va., at 8.10 a. m., caused a delay of two hours and ten minutes, but resulted in no injury to the mail or clerk.

October 11.—Burlington and St. Louis R. P. O., train 5, was wrecked at Quincy, Ill., at 6.10 p. m., by running into an open switch. The clerks were not injured and there was no loss or damage to the mail. Delayed forty-four minutes.

October 12.—Clerk J. W. Hughes, Norfolk, Newport News and Richmond R. P. O. was injured in Richmond, Va., about 8 a. m., by being thrown from a mail wagon, which was overturned in a collision with a street car.

October 12.—St. Louis, Louisiana and Kansas City R. P. O., train 49, was wrecked near Curryville, Mo., about 3 a. m., by the derailment of the train while it was running at a high rate of speed. The mail car was overturned and badly wrecked. Clerk Arthur Nichols was severely injured. No mail was lost or damaged.

October 13.—San Francisco and Los Angeles R. P. O., train 7, and the San Francisco and Barstow R. P. O., train 1, collided at Keene, Cal., at 5.10 a. m., without resulting damage or injury to the cars, mails, or clerks. Delayed two hours and twenty minutes.

October 13.—Birmingham and Greenville R. P. O., train 37, was wrecked at Hollyridge, Miss., at 11.10 a. m., by running into an open switch and colliding with freight cars standing on a side track. Clerk R. J. Jones was severely injured. No mail lost or damaged. Delayed two hours and thirty minutes.

October 14.—New York and Chicago R. P. O., train 28, was wrecked near South

Chicago, Ill., about 9.35 p. m., the cause of the wreck supposed to have been on account of a misplaced switch. One of the postal cars was badly damaged and partly burned, and another was slightly damaged. A small amount of paper mail was destroyed or lost. The clerks escaped injury.

October 14.—Omaha and Ogden R. P. O., train 6, collided with a loaded coal car at Laramie, Wyo., at 12.45 a. m., slightly injuring Clerks F. A. Newell and Joseph E. Mohatt. The postal car was so badly wrecked as to compel its abandonment. There was no loss or damage to the mail. Delayed two hours and twenty-five minutes.

October 15.—Denver and Fort Worth R. P. O., train 1, was wrecked about 20 miles south of Trinidad, Colo., at 8.30 p. m., by spreading of the rails. No damage resulted to the mail and the clerk was not injured. Delayed nine hours and thirty minutes.

October 16.—Oyster Bay and Long Island City R. P. O., train 64, collided with a freight train at Nassau Station, N. Y., at 11.35 a. m., badly damaging the mail car and severely injuring Clerk Emile Liebel. No mail damaged. Delayed one hour and thirty minutes.

October 16.—Cheyenne and Pocatello R. P. O., train 1, ran into the rear end of a freight train 18 miles east of McCammon, Idaho, at 3.20 p. m. The postal car rendered unfit for service and Clerks O. R. Bryan and Herbert L. Hurd were injured, the latter seriously. No mail lost or destroyed. Delayed six hours and twenty minutes.

October 16.—St. Louis and Texarkana R. P. O., train 52, collided with a freight train at Diaz Junction (n. o.), Ark., at 4.35 a. m., without resulting damage to the car or mail or injury to the clerks. Delayed three hours.

October 16.—Peoria and Springfield R. P. O., train 7, collided with a freight caboose at Petersburg, Ill., at 7.28 p. m., slightly injuring Clerk William F. Barker. No damage to the mail resulted. Delayed six hours.

October 17.—Cheyenne and Pocatello R. P. O., train 2, collided with the rear end of a freight train at Divide Junction, Wyo., at 11.40 p. m., without following damage to the car or mail or injury to the clerks. Delayed twenty-five minutes.

October 17.—South Bend and Terre Haute R. P. O., train 8, ran into an open switch and collided, head-on, with an express train near Logansport, Ind., about 8.50 p. m. The front end of the mail car was broken, but no mail lost or damaged. Clerk John Waller was slightly injured. Delayed five hours.

October 18.—Coffeyville and Little Rock R. P. O., train 231, was wrecked near Nowata, Ind. T., at 12.10 a. m., caused, it is believed, by the breaking of a wheel of the tender. The mail car was derailed, completely rolled over, and badly wrecked. A portion of the mail was damaged by oil and water. Clerk Henry B. Pinckney was seriously injured.

October 18.—Asheville and Murphy R. P. O., train 19, was wrecked near Balsam, N. C., at 4.50 p. m., and which was caused by a misplaced spike. No damage to the car or injury to the clerk or mail ensued. Delayed twelve hours.

October 18.—St. Albans and Boston R. P. O., train 171, was wrecked by a head-end collision with a freight train at Georgia, Vt., at 4.51 a. m. No clerks were injured or mail damaged. Delayed two hours and thirty minutes.

October 18.—Cuba and Salem R. P. O., train 41, was wrecked near Steeleville, Mo., while crossing a bridge, the cause of the accident being the giving way of a span of the bridge. The entire train, with the exception of the mail car and a coach, went through the break. The clerk escaped injury and there was no damage to the mail. Delayed eight hours and forty minutes.

October 18.—St. Paul and Spokane R. P. O., train 3, was wrecked near Eddy, Mont., at 8.10 p. m., the accident resulting from a rail being broken by a large rock falling from the side of a mountain. The mail car was thrown 25 feet over a riprap wall into the Clarkes Fork of the Columbia River, where it lay in about 4 feet of water. Most of the mail was submerged about sixteen hours, but all recovered and forwarded. Clerk James L. Carruthers escaped with but slight injury.

October 18.—Kansas City and Siloam Springs R. P. O., train 4, was wrecked at a railroad crossing between Belt Junction (n. o.) and Kansas City, Mo., at 6.55 a. m., by a head-on collision with a freight train. The mail car was telescoped by the tender and Clerk Roscoe C. Knox severely injured. No mail was lost, but a portion of it was damaged by water from the tender flooding the car.

October 19.—Quincy and Council Bluffs R. P. O., train 1, was wrecked near Parkerton, Mo., at 12.38 p. m., by the derailment of the tender. No damage to the mail or injury to the clerk followed. Delayed one hour and forty-five minutes.

October 20.—Marion and Council Bluffs R. P. O., train 1, was run into at Tama, Iowa, at 1.55 a. m., by a freight train. The postal car was badly damaged, but no injury to the mail or clerks resulted. Delayed two hours and twenty minutes.

October 20.—Washington and Charleston R. P. O., train 35, was wrecked at Acca Station, Va., at 7.30 p. m., by collision with another train. The postal car was slightly damaged, without ensuing injury to the clerks or mail. Delayed two hours and forty minutes.

October 21.—Palestine and Galveston R. P. O., train 6, while entering the yards at Houston, Tex., at 4 p. m., collided with a freight train, the accident being due to a misplaced switch. No damage or injury to the mail or clerk followed. Delayed about one hour.

October 22.—Kansas City and Memphis R. P. O., train 3, was wrecked at Bois D'Arc, Mo., at 5.46 a. m., train 6 colliding with its rear end. No injury followed to the clerks or mail. Delayed one hour and twenty minutes.

October 22.—Reading and Lancaster R. P. O., train 1, was in collision near Sinking Springs, Pa., about 7 a. m., and the mail car badly wrecked. Clerk and mail were not injured. Delayed about two hours and thirty minutes.

October 23.—Clerk W. H. Edmondson, St. Louis and Kansas City R. P. O., performing duty in the St. Louis and Sedalia R. P. O., while making a catch at Cote Sans Dessein, Mo., was injured in the eye by cinders from the engine.

October 23.—Bastrop and Natchez R. P. O., train 1, ran into an open switch at Gilbert Station, La., at 11 p. m., and collided with freight cars standing on a side track. The mail car was slightly damaged, but no injury to the clerk or mail resulted. Delayed five hours and thirty minutes.

October 23.—Hamlet and Jacksonville R. P. O., train 44, was derailed near Clio, Ga., about 1 p. m., caused by a defective bridge. No injury to car, mail, or clerk resulted. Delayed twelve hours.

October 24.—Knoxville and Marietta R. P. O., train 2, was wrecked near Farmer, Tenn., at 2.30 p. m., the accident being due to the derailment of a car in the train. No injury to mail, car, or clerk. Delayed one hour and forty minutes.

October 24.—Oroville and Sacramento R. P. O., train 17, ran into an open switch and collided with freight cars on a side track at Davisville, Cal., at 7.15 a. m., damaging the mail car and slightly injuring Clerk James Myers. No damage to the mail resulted. Delayed thirty-five minutes.

October 24.—Pittsburg and St. Louis R. P. O., train 11, carrying Pittsburg and Cincinnati R. P. O., was derailed at Carnegie, Pa., at 8.10 a. m. Several of the clerks jumped from the cars and Clerk Samuel Humphreys was painfully injured. The postal cars were slightly damaged, without injury to the mail. Delayed one hour.

October 25.—Lincoln and Alma R. P. O., train 49, was derailed near Rising City, Nebr., at 8.10 p. m., the accident resulting from a broken rail. The mail car was thrown into a ditch and overturned, but the clerk was not injured and there was no damage to the mail. Delayed twelve hours and forty minutes.

October 27.—Sanford and Macon R. P. O., train 24, was wrecked near Mascotte, Fla., about 3 p. m. The mail car was derailed and partly overturned, resulting in Clerk J. W. Spear being severely injured. No mail was lost or damaged. Delayed five hours.

October 27.—Chicago, Cedar Rapids, and Council Bluffs R. P. O., train 2. While the postal car was proceeding from Omaha, Nebr., to Union Pacific Transfer with a switch engine, it collided with train 6, slightly injuring Clerk J. H. Glenn. There was no damage to the mail.

October 27.—Beardstown and Shawneetown R. P. O., train 122, collided with a freight engine in the yards at Pana, Ill., at 8.16 a. m., without resulting injury to the clerk or mail. Delayed one hour and fifteen minutes.

October 28.—St. Paul and Spokane R. P. O., train 4, was wrecked between Springdale and Big Timber, Mont., about 11.30 p. m., the accident being caused by a broken switch. The clerk escaped injury and there was no loss or damage to the mail. Delayed twelve hours.

October 29.—St. Louis, Louisiana, and Kansas City R. P. O., train 48, collided with a freight train at a railroad crossing near Kansas City, Mo., at 6.45 p. m. No mail was lost or damaged, and the clerks were not injured. Delayed three hours.

October 29.—Groveton and Boston R. P. O., train 94, collided with an engine in the yards at Woodsville, N. H., at 6.35 a. m. No clerks were injured, and there was no damage to the mail. Delayed forty minutes.

October 29.—Bristol and Chattanooga R. P. O., train 34, collided with a freight train near Athens, Tenn., at 11.40 a. m. The clerks jumped from the car, and W. H. Wayland was slightly injured. The postal car was slightly damaged, but there was no loss to the mail. Delayed four hours.

October 29.—Clarksdale and Jackson R. P. O., train 323, was wrecked at 9.10 p. m., near Pochontas, Miss., the accident being caused by the train running over a steer.

The mail car was derailed, but there was no injury to the clerk or mail. Delayed twelve hours and twenty minutes.

October 29.—Louisville and St. Louis R. P. O., train 1, was wrecked near Princeton, Ind., about 12.15 noon, due, it is supposed, to a broken flange on a wheel of the engine. The mail car was overturned, but all mail was saved with but little damage. Clerk J. W. Kelly was slightly injured. Delayed three hours and fifteen minutes.

October 30.—Chicago and St. Louis R. P. O., train 8, collided with a freight train drawn by two engines and while running at a very high rate of speed, near Mitchell, Ill., at 9.45 a. m. The tender was driven into the postal car a distance of 40 feet, completely wrecking the interior and burying the clerks in the debris. Clerk George M. Corson was pinned under the engine and frightfully mangled, his injuries resulting in his death within two hours. Clerks W. B. Stewart, David D. Elliott, and John W. Murphy were seriously and Robert P. Hines slightly injured. No serious damage was done to the mails, and none was lost.

October 30.—Chicago and St. Louis R. P. O., train 4, was derailed at Lincoln Junction, Ill., 2.28 a. m., without resulting injury to the clerk or mail. Delayed seven hours and thirty minutes.

October 31.—Portland and San Francisco R. P. O., train 15, was wrecked at Proberta, Cal., 12.28 a. m., by running into the rear end of a freight train. The mail car was badly wrecked, but there was no damage to the mail, and the clerks were but slightly injured. Delayed five hours.

October 31.—Denver and Fort Worth R. P. O., train 102. The engine and tender were derailed near Graneros, Colo., at 9.15 a. m., causing a delay of three hours, but resulting in no injury to the mail or clerk.

October 31.—St. Louis, Louisiana and Kansas City R. P. O., train 50, was wrecked by a broken frog near Gilliam, Mo., at 4.30 a. m., slightly damaging the mail, but causing no injury to the clerks. Delayed twelve hours and twenty-five minutes.

November 1.—Columbus and Augusta R. P. O., train 133, was derailed near Trenton, S. C., at 3.15 p. m., the accident being caused by the train running over a cow. No injury to the clerk, car, or mail resulted. Delayed two hours and thirty-five minutes.

November 1.—Placerville and Sacramento R. P. O., train 63. An accident to this train near Folsom City, Cal., at 8.30 a. m., was caused by its running over a cow. The mail car was derailed, without injury to the clerk or mail. Delayed six hours and forty-five minutes.

November 2.—Leavenworth and Miltonvale R. P. O., train 41, was wrecked near Soldier, Kans., at 8.09 p. m., due to the derailment of the engine. There was no following damage to the clerk or mail. Delayed one hour and ten minutes.

November 2.—Akron and Delphos R. P. O., train 1, ran into an open switch at New London, Ohio, at 10.38 a. m., without damage to the car or mail, but slightly injuring Clerk Winters.

November 2.—Chicago and Council Bluffs R. P. O. While Substitute Clerk Mark P. McFarland was exchanging mails at Hastings, Iowa, he lost his footing, and, falling from the car, received injuries that resulted in his death shortly after his removal from the train.

November 2.—Highpoint and Ashboro R. P. O., train 11, was derailed in the yard at Highpoint, N. C., at 9.35 a. m., delaying the train four hours, but causing no injury to the clerk or mail.

November 3.—Fairbury and McFarland R. P. O., trains 15 and 16, collided with each other at Wabauensee, Kans., at 1.50 a. m., without injury to the former, but severely injuring Clerk David P. Hutchison, of the latter train. Delay to train 15 was ten hours and five minutes, and to train 16 twelve hours and fifteen minutes.

November 4.—St. Paul and Portal R. P. O., train 105, short run, collided with the rear end of a freight train near Northtown Junction (n. o.), Minn., at 7.28 p. m. No mail was lost or damaged and the clerk escaped injury. Delayed three hours and thirty minutes.

November 6.—Clayton and Chestertown R. P. O., train 1, was wrecked near Massys, Md., about 8.20 a. m., caused by a broken rail. No injury to the clerk or damage to the car or mail resulted. Delayed about thirty-five minutes.

November 6.—New York and Chicago R. P. O., train 15, was wrecked near Forks, N. Y., about 11.20 p. m., caused by running into a derailed freight train. Clerks J. D. Bentley and H. C. Pullman were injured, three postal cars slightly damaged, but no mail lost or destroyed. Delayed about eight hours.

November 7.—Kansas City and Wellington R. P. O., train 203. While the train was being made up in the yards at Kansas City, Mo., about 7.30 p. m., the mail car was switched against other cars with such force as to violently throw Clerk James C. Williams against a rack and seriously injure him and slightly damage the interior of the car.

November 7.—Wichita and Kiowa R. P. O., train 452, was wrecked near Wichita, Kans., at 1 p. m., caused by the train breaking in two and the severed sections afterwards colliding. Clerk H. S. Hilbert was severely injured. There was no loss or damage to the mail.

November 7.—Forth Worth and Ennis R. P. O., train 43, was derailed near Waxahachie, Tex., at 7.30 a. m., by collision with a switch engine standing on the main track. The platform of the mail car was torn loose and Clerk J. H. Luther slightly injured. No mail lost or damaged. Delayed two hours and ten minutes.

November 7.—Willmar and Sioux City R. P. O., train 11, was wrecked near Pipestone, Minn., about 5.22 p. m., the train being derailed and the cars overturned. The clerk and mail escaped injury, with the exception of a small portion of the latter being damaged by oil from the lamps. Delayed four hours and forty minutes.

November 7.—Leavenworth and Miltonvale R. P. O., train 41. This train was delayed near Valley Falls, Kans., at 7.04 p. m., by the derailment of the tender. There was no injury to the clerk or mail.

November 8.—George W. Patton, Hinton and Cincinnati R. P. O., while exchanging mail at Carthage, Ky., in train 2, was struck by the pouch being received and painfully injured.

November 8.—New Orleans and Houston R. P. O., train 7, was wrecked by running into an open switch at Algiers, La., at 9.10 p. m., without resultant injury to the clerks or damage to the mail. Delayed two hours and five minutes.

November 9.—Bristol and Chattanooga R. P. O., train 36, was wrecked by collision with a freight train about 20 miles east of Knoxville, Tenn., at 2.08 a. m. No mail was lost or destroyed, but a portion of it was damaged by water. Clerks I. M. Thomas and W. T. Roberts were seriously injured. Delayed eight hours.

November 9.—Salisbury and Knoxville R. P. O., train 36, collided with a freight train near Hodges, Tenn., at 2.10 a. m., without resultant injury to the clerk or damage to the mail. The mail car was so badly wrecked as to compel its abandonment. Delayed eight hours.

November 9.—New York and Pittsburg R. P. O., train 21, ran into a train of empty cars at Glenloch, Pa., at 5.50 p. m., slightly damaging a postal car, but causing no injury to the clerks or mail. Delayed about two hours.

November 9.—New York, Geneva and Buffalo R. P. O., train 3, collided with a freight train near Depew Junction (n. o.), N. Y., at 6.07 a. m. No damage to the car or mail or injury to the clerks followed. Delayed one hour and twenty minutes.

November 10.—Frank E. Wallace, New York and Chicago R. P. O., while accompanying the mail wagon from the Grand Central Station, New York, N. Y., to the general post-office, was thrown to the street by the breaking of an axle of the wagon and severely injured.

November 10.—Kansas City and Pueblo R. P. O., train 8, was wrecked by running into an open switch and colliding with a train on a side track, at Sugar City, Colo., at 9 p. m. The mail car was disabled and abandoned, but no mail lost or damaged. Clerk James T. Harris was slightly injured.

November 10.—Washington and Charleston R. P. O., train 78, was wrecked near Hopemills, N. C., at 12.04 p. m., entirely demolishing the postal car and seriously injuring Clerks Charles P. Sales and B. H. Craft. No mail was lost or destroyed. Delayed eight hours.

November 10.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 2, and Minneapolis and Council Bluffs R. P. O., train 10, collided with each other in the yards at Missouri Valley, Iowa, at 9.30 p. m. In the former train the postal car was thrown into a ditch and the mail scattered but none was lost and but a small portion of it damaged. Clerks Harry Purdy and J. P. McMahon slightly injured. Delayed seven hours and fifty minutes. In the latter train the mail car was damaged but no mail lost or destroyed. Clerks James H. Bird and George S. Westcott were injured, the former severely.

November 11.—St. Louis and Council Bluffs R. P. O., train 3, was wrecked near Union Pacific Transfer (n. o.), Iowa, at 9 a. m., without resultant damage to the mail or injury to the clerks. Delayed thirty minutes.

November 12.—Marion and Council Bluffs R. P. O., train 4, was derailed near Council Bluffs, Iowa, at 6.30 p. m. The clerks escaped injury and there was no loss or damage to the mail. Delayed one hour and forty-five minutes.

November 12.—Lyons and Williamsport R. P. O., train 3, was wrecked at Newberry, Pa., 10.27 p. m., by collision with an engine. The mail car was slightly damaged but the clerk and mail escaped injury. Delayed about one hour.

November 12.—Bristol and Bigstone Gap R. P. O., train 1. The derailment of the engine near Gate City, Va., at 6.20 p. m., caused a delay of about five hours, but resulted in no injury to the clerks or mail.

November 13.—Houston and Taylor R. P. O., train 6. While the mail car was being switched at Taylor, Tex., at 1.45 a. m., it collided with other cars and Clerk Henry L. Mims painfully injured.

November 13.—Fredericksburg and Orange R. P. O., train 2, was derailed and wrecked near Reynolds Station, Va., at 1.45 p. m., overturning and badly damaging the mail car. The clerk and mail escaped injury. Delayed one hour and fifteen minutes.

November 13.—Grand Rapids and Elkhart R. P. O., train 510, collided with a freight train near Kalamazoo, Mich., about 4.25 p. m., badly damaging the mail car and slightly injuring Clerk W. H. Hatch. No mail lost or destroyed. Delayed about twelve hours.

November 14.—Goldsboro and Greensboro R. P. O., train 15, was derailed in the yard at Burlington, N. C., at 11.30 a. m., from an unknown cause. No injury to the clerk or damage to the car or mail resulted. Delayed one hour and fifty minutes.

November 14.—New York and Grafton R. P. O., train 4, was wrecked near Terra Alta, W. Va., at 12.40 a. m., slightly damaging the postal car and severely injuring Clerk Thomas Hill. No mail was lost or destroyed. Delayed three hours and thirty minutes.

November 14.—Quincy and Council Bluffs R. P. O., train 2, was wrecked at Bedison, Mo., at 12.22 p. m., by the derailment of the tender. No injury to the clerks or mail followed. Delayed one hour.

November 15.—Butte and Salt Lake City R. P. O., train 8, was wrecked by a head-on collision with a freight train at Pleasant Valley (n. o.), Idaho, at 9.55 p. m., but no damage to the car or mail or injury to the clerk resulted. Delayed twelve hours.

November 15.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 2, was derailed near Glidden, Iowa, at 11.15 p. m., without resulting injury to the clerks or mail. Delayed five hours.

November 15.—Havre and Spokane R. P. O., train 4, was wrecked by a head-on collision with another train at Belton, Mont., about 11.30 p. m., the accident being caused by an open switch. The postal car was derailed and a portion of the mail damaged by water from the tank. The clerk escaped injury. Delayed seven hours.

November 16.—Cairo and Gatesville R. P. O., train 4. While Clerk Marvin J. Simmons was about to exchange mails at Pittsburg, Tex., at 3.48 p. m., he was struck on the leg by a corner of a freight car standing on a siding, but not clear of the main track, and painfully injured.

November 16.—Harrisburg and Winchester R. P. O., train 8, collided with a freight train near Dillsburg Junction, Pa., at 1.30 p. m. The clerks were badly shaken up but none were injured and there was no loss or damage to the mail. Delayed eight hours.

November 17.—Meridian and Shreveport R. P. O., train 4, was wrecked near Jackson, Miss., at 2.20 p. m., by running into the rear end of a freight train. No mail was lost or damaged and the clerk escaped injury. Delayed three hours.

November 18.—Kansas City and Lajunta R. P. O., train 116, collided with a freight train near Emporia Junction, Kans., at 6.35 p. m., without injury to the clerks or mail. Delayed one hour.

November 19.—Bay City, Plymouth and Detroit R. P. O., train 6, and Grindstone City and Saginaw R. P. O., train 26, collided with each other at a railroad crossing at Saginaw, Mich., about 6 p. m., and Clerk C. S. McBride, of the former, was slightly injured. There was no loss or damage to the mail.

November 19.—Antonito and Santa Fe R. P. O., train 426. The mail car was derailed near Buckman, N. Mex., at 12.20 p. m., but no damage to the mail or injury to the clerk resulted.

November 19.—Havre and Anaconda R. P. O., train 23, was derailed by an open switch at Wolfcreek, Mont., at 8 p. m., without injury to the clerk or damage to the mail. Delayed four hours.

November 20.—Port Huron and Chicago R. P. O.'s, trains 1 and 6, collided near Elba, Mich., about 5.33 a. m., slightly damaging the postal cars but causing no injury to the clerks or mail. Delayed about two hours.

November 20.—Chicago and Evansville R. P. O., train 2, was derailed at Hillsdale, Ind., at 11.59 a. m., without ensuing injury to the clerks or mail. Delayed two hours and fifteen minutes.

November 20.—Bingham and Portland R. P. O., train 2. The derailment of the engine at North Anson, Me., at 7.40 a. m., caused a delay of one hour but resulted in no damage to the mail or injury to the clerk.

November 20.—Texarkana and El Paso R. P. O., train 5, collided with a train at Longview Junction (n. o.), Tex., at 4.25 p. m., the accident being due to an open

switch. The clerks escaped injury and there was no damage to the mail. Delayed three hours and fifty minutes.

November 21.—Trinway and Morrow R. P. O., train 34, collided with a freight train near Ellis, Ohio, at 5.07 p. m. The mail car was badly wrecked and Clerk W. G. Taylor severely injured. No mail was lost or damaged.

November 21.—St. Louis and Texarkana R. P. O., train 56, was held up by train robbers near Gifford, Ark., at 7.10 p. m. The mail car was unmolested, but was slightly damaged by shock of dynamite used by the robbers to wreck the express car. The clerks were badly shaken up by the explosions, but not otherwise injured. Delayed one hour and ten minutes.

November 21.—Los Angeles and Oceanpark R. P. O., train 503, was derailed near Colegrove, Cal., at 5.40 p. m., caused by sand blown on the track during a storm. No injury resulted to the clerk, car, or mail. Delayed twelve hours.

November 21.—Butte and Hamilton R. P. O., train 132, was derailed at Carlton Station, Mont., 8.05 a. m., without resultant damage to the mail or injury to the clerk. Delayed five hours and twenty minutes.

November 21.—St. Paul and Spokane R. P. O., train 12, collided with the rear end of a freight train near Schley (n. o.), Mont., derailling the engine, but causing no injury to the clerk or mail. Delayed two hours and thirty minutes.

November 21.—Havre and Spokane R. P. O., train 4, was wrecked near Shelby Junction, Mont., about 2 p. m., the accident being caused by spreading rails. No mail was lost or damaged, and the clerk escaped injury. Delayed seven hours and forty minutes.

November 22.—Meridian and New Orleans R. P. O., train 1, collided with a freight train near Sandersville, Miss., at 4.58 a. m., without injury to the mail or clerk. Delayed eleven hours.

November 22.—Sedalia and Denison R. P. O., train 2, was wrecked near Blue-jacket, Ind. T., at 1 a. m., caused by a broken rail. The car caught fire from the lamps and was completely destroyed, together with all mail (excepting a portion of the registered mail) and equipment. The clerks escaped injury.

November 22.—Havre and Spokane R. P. O., train 3. The two sections of this train collided at Summit Station (n. o.), Mont., at 2 a. m., without injury to the clerk or mail. Delayed eleven hours.

November 23.—Pittsburg and St. Louis R. P. O., train 8, ran into the side of a freight train in the yards at Bradford, Ohio, about 9 p. m., resulting in no injury, however, to the clerks or mail. Delayed one hour and thirty minutes.

November 23.—Denison and Hillsboro R. P. O., train 31. The engine of this train was derailed by a misplaced switch in the yards at Dallas, Tex., without damage to the mail or injury to the clerk. Delayed two hours and twenty minutes.

November 24.—New Orleans and Marshall R. P. O., train 52, collided with a train near Bayou Goula, La., at 6 a. m., damaging the mail car, but causing no injury to the clerk or mail. Delayed three hours.

November 24.—While Clerk George De Montmond, New Orleans and Houston R. P. O., train 10, was working in his car at Houston, Tex., at 11.30 p. m., he was severely injured by being thrown violently against a table, the accident being due to careless switching of cars.

November 25.—Kansas City and Springfield R. P. O., train 66, was wrecked at 3.45 a. m., near Weaubleau, Mo., by the breaking of a wheel of the engine. Clerk C. E. Lancaster was severely injured. No mail lost or damaged.

November 25.—San Francisco and Los Angeles R. P. O., train 25. The derailment of the rear coaches of the train near Cornwall, Cal., at 9 a. m., caused a delay of two hours, but resulting in no damage to the mail or injury to the clerks.

November 25.—El Paso and Los Angeles R. P. O., train 10, was wrecked by a broken rail near Casagrande, Ariz., at 7 a. m., slightly damaging the mail car, but causing no injury to the clerks or mail. Delayed ten hours.

November 25.—Bangor and Boston R. P. O., train 2, ran into an open switch at Salem, Mass., at 5.15 a. m., but without damage to the clerks or mail. Delayed two hours and thirty-eight minutes.

November 26.—Albuquerque and Los Angeles R. P. O., train 2, was wrecked near Seligman, Ariz., about 7.20 p. m., by collision with a car loaded with cinders. The postal car was completely demolished, and Clerk F. W. Burgess severely injured. The paper mail was slightly damaged by water. Delayed one hour.

November 26.—Portland and San Francisco R. P. O., train 16, was wrecked near Dunsmuir, Cal., at 10.05 a. m., by collision with an engine. Clerk George L. Farmer was slightly injured. No damage or loss to the mail. Delayed four hours and thirty-four minutes.

November 26.—Chattanooga and Gadsden R. P. O., train 2. The derailment of the

tender near Bluepond, Ala., at 1.50 p. m., caused a delay of three hours and fifty minutes, but no injury to the clerk or damage to the mail resulted.

November 26.—North Fair Haven and Sayre R. P. O., train 281, ran into a washout near Moravia, N. Y., about 10 a. m., without ensuing injury to the clerk or mail. Delayed about five hours.

November 26.—Monett and Burrton R. P. O., train 108, collided with a freight train at Dunn, Kans., about 4.25 p. m. The clerks escaped injury, and there was no damage to the mail. Delayed about five hours.

November 26.—Kansas City and Wellington R. P. O., train 204, was wrecked by collision with a freight train at a railroad crossing at Garnett, Kans., at 5.25 a. m., without resultant injury to the clerks or mail. Delayed one hour and fifty-five minutes.

November 27.—Denison and Houston R. P. O., train 3. Collision with a car on a siding in the yards at Hearne, Tex., about 2.50 a. m., caused a delay of one hour and fifty minutes, but resulted in no injury to the mail or clerks.

November 27.—Quincy and Council Bluffs R. P. O., train 2. The derailment of the tender at 6.12 p. m., between Kirksville and Novinger, Mo., caused a delay of one hour and fifty minutes. No injury to the clerks or mail followed.

November 28.—New Orleans and Marshall R. P. O., train 52, collided with a freight train at Fardoche, La., at 5.30 a. m., slightly injuring Clerk A. B. Pierpont, but causing no damage or loss to the mail. Delayed nine hours.

November 28.—Portland and San Francisco R. P. O., train 15, was derailed by spreading rails near Colestin, Oreg., at 2.27 p. m., without injury to the clerks or loss or damage to the mail. Delayed five hours.

November 28.—Pittsburg and Chicago R. P. O., train 20, ran into the rear end of a freight train at Lovisville, Ohio, at 12.30 p. m., badly shaking up the clerks and delaying the train six hours. No mail was lost or damaged.

November 28.—Cleveland and Pittsburg R. P. O., train 301, was wrecked near Beaver, Pa., at 1.14 a. m., the accident being caused by depressed tracks due to heavy floods. The mail was overturned at the edge of a river and half submerged. The mail was badly damaged, and Clerk Wiegand severely injured. Delayed four hours.

November 28.—Baltimore and Pittsburg R. P. O., train 47, was wrecked at Versailles, Pa., at 3.40 p. m., by collision with a freight train. No damage followed to the mail, and the clerks escaped injury. Delayed one hour and twenty minutes.

November 28.—Kansas City and Springfield R. P. O., train 68, was wrecked at Osceola, Mo., at 3.13 a. m., by the derailment of a portion of the train. No mail was lost or damaged, and the clerk was not injured. Delayed about six hours.

November 28.—Quincy and Council Bluffs R. P. O., train 1. The engine and tender were derailed near Elmo, Mo., at 6.50 p. m., caused by running over a horse. The clerk and mail escaped injury. Delayed eleven hours and fifteen minutes.

November 29.—Juneau and Unalaska R. P. O., steamer *Tillamook*, was wrecked on Woodreef Island, near Kadiak, Alaska, at 7.15 p. m., on the east-bound trip. The clerk escaped injury and all mail and Government property saved. The steamer was a total loss. Delayed thirty days.

November 29.—St. Joseph and Oxford R. P. O., train 17, collided with another train at Oxford Junction, Nebr., 11.40 p. m., without injury to the clerk or mail. Delayed twenty-five minutes.

November 29.—Chicago and Kansas City R. P. O., train 4, collided with an express train at Harlem, Mo., at 7.38 a. m., without damage or loss to the mail, but severely injuring Clerk W. H. Housel. Delayed three hours and fifteen minutes.

November 29.—Chicago, Freeport and Dubuque R. P. O., train 149, while taking side track at Union, Ill., at 12.10 p. m., collided with a freight train. There was no following damage to the car or mail and the clerks escaped injury. Delayed one hour and fifty minutes.

November 29.—Minneapolis and Council Bluffs R. P. O., train 2, collided with a freight train near Butterfield, Minn., at 3.45 a. m., but no clerks were injured and no mail was lost or damaged. Delayed three hours.

November 30.—Caney and Owasso R. P. O., train 268. The derailment of a freight car in the train near Ochelata, Ind. T., at 10 a. m., delayed the train five hours and twenty minutes, without damage to the mail or injury to the clerk.

December 1.—Bloomington and Roodhouse R. P. O., train 53, collided with a freight train at Delavan, Ill., 8.20 a. m. The mail car was almost completely wrecked and Acting Clerk Fred A. Schuster severely injured. No serious damage to the mail followed.

December 3.—New York, Somerville and Easton R. P. O., train 2, collided with a coal train at Vulcanite, N. J., at 6.10 a. m., and was thrown down an embankment.

The mail car was slightly damaged, but no injury to the clerk or mail resulted. Delayed three hours.

December 4.—Denison and Houston R. P. O., train 1, was wrecked near Millican, Tex., by spreading rails. The mail car was derailed without injury to the clerks or mail. Delayed one hour.

December 4.—William S. Wilson, Marion and Kingsville R. P. O., was injured at Marion, N. C., while accompanying the mail to the post-office from the depot. The mail wagon was upset by collision with a passing vehicle and the clerk thrown to the ground.

December 4.—New York and Grafton R. P. O., train 12, was wrecked near Piedmont, W. Va., at 9.28 p. m., by running into a landslide. The postal car was damaged, but the clerks and mail escaped injury. Delayed one hour and twenty-five minutes.

December 5.—St. Paul and Spokane R. P. O., train 12, was wrecked near Butte, Mont., at 11.12 p. m., from an unknown cause. Acting Clerk Robert G. Metcalf received severe injuries. There was no loss or damage to the mail. Delayed four hours and five minutes.

December 5.—St. Johnsbury and Swanton R. P. O., train 7 (short run of the Portland and Swanton R. P. O.), ran into an open switch at Greensboro Bend, Vt., at 9 a. m., and collided with a loaded coal car. No mail was lost or damaged, but Clerk F. E. Douglass received severe injuries. Delayed five hours and fifteen minutes.

December 5.—Colmesneil and Trinity R. P. O., train 84, was delayed six hours and thirty minutes between Hampton and Deaton, Tex., about 3.20 p. m., by the derailment of a freight car in the train. No damage to the car or mail, or injury to the clerk followed.

December 6.—Denison and Houston R. P. O., train 3, was wrecked by collision with a freight train in the yards at Corsicana, Tex., at 7.15 a. m., and the mail car badly damaged. Clerks William S. Kirk and John E. Blair were slightly injured. No loss or damage to the mail. Delayed three hours and forty-five minutes.

December 7.—Cairo and Gatesville R. P. O., train 2, was wrecked near Corsicana, Tex., at 10.30 p. m., by running over a mule. The mail car was torn from its trucks and the letters thrown from the cases, but no mail was lost or damaged. Clerk W. P. Pipkin was slightly injured. Delayed nine hours.

December 8.—Quincy and Council Bluffs R. P. O., train 1, was delayed one hour and twenty minutes near Evona, Mo., at 2.40 p. m., by the derailment of the tender. There was no resultant injury to the clerks or mail.

December 9.—St. Louis, Louisiana and Kansas City R. P. O., train 50, was wrecked at Nebo, Ill., about 1 a. m., caused by the train leaving the track at the end of a switch. The postal car was damaged by contact with freight cars, but without loss or damage to the mail or injury to the clerks.

December 9.—Biggs and Shaniko R. P. O., train 1, was derailed by spreading rails near Biggs, Oreg., at 11.15 a. m. No injury to the clerk or mail resulted. Delayed twenty minutes.

December 9.—Chariton and Kansas City R. P. O., train 112, was wrecked at Bethany Junction, Iowa, at 12.05 p. m., the accident being caused by an unlocked switch. The mail car was derailed without following damage to the mail or injury to the clerks. Delayed six hours and twenty minutes.

December 9.—Fort Smith and Mansfield R. P. O., train 91, was wrecked near Montreal, Ark., at 9.05 a. m., badly wrecking the mail car and damaging a portion of the paper mail, but causing no injury to the clerk.

December 10.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 15, was delayed one hour and thirty minutes by the derailment of the tender near Glidden, Iowa, without resultant injury to the clerks or mail.

December 10.—St. Louis, Louisiana and Kansas City R. P. O., train 48, was delayed forty minutes near Louisiana, Mo., at 11.40 a. m., by the derailment of the tender. No mail was damaged, and the clerks escaped injury.

December 11.—Louisville and Fulton R. P. O., train 103, was derailed at Illsley, Ky., at 2.20 a. m., the entire train leaving the track. The clerks were not injured, and no mail lost or damaged. Delayed six hours and thirty minutes.

December 11.—Los Angeles and Santa Barbara R. P. O., train 13. The engine ran into an open switch in the yards at Los Angeles, Cal., at 3.10 a. m., without injury to the car, mail, or clerk. Delayed fifteen minutes.

December 11.—Simmesport and Bunkie R. P. O., train 3, was derailed by defective track near Redfish, La., at 3.40 p. m. There was no damage to the car or mail, and the clerk escaped injury. Delayed three hours.

December 11.—Port Huron and Chicago R. P. O., train 3. The tender was derailed

December 27.—St. Louis and Texarkana R. P. O., train 52, was derailed in the yards at Argenta, Ark., at 2.40 a. m. The clerks were not injured and there was no damage to the mail. Delayed one hour and twenty minutes.

December 27.—St. Vincent and Fargo R. P. O., train 78. The breaking of an axle of the tender caused a delay of six hours near Stephen, Minn., about 4.15 p. m., without loss or damage to the mail or injury to the clerk.

December 28.—Newton and Galveston R. P. O., train 18, was wrecked in the yards at Arkansas City, Kans., at 8.40 p. m., badly damaging the mail car, but causing no injury to the clerks or mail. Delayed five hours.

December 29.—Colorado Springs and Aspen R. P. O.; train 4. The engine was derailed between Granite and Buenavista, Colo., at 3.30 p. m., causing a delay of four hours. The clerks and mail escaped injury.

December 31.—Cape Girardeau and Hunter R. P. O., train 1, was wrecked near Hunter, Mo., at 10.55 a. m., by the derailment of a portion of the train. No mail was lost or damaged, and the clerk escaped injury. Delayed about three hours.

December 31.—Lyons and Williamsport R. P. O., train 6, ran into an open switch at Cuddeback (n. o.), N. Y., at 8.40 p. m., without ensuing injury to the clerk or mail. Delayed three hours.

December 31.—Kansas City and Lajunta R. P. O., train 3, was wrecked near Kendall, Kans., at 1.10 p. m., by the breaking of an axle of the mail car. No damage to the mail or injury to the clerks resulted.

December 31.—New Orleans and Houston R. P. O., train 6. Fire was discovered in the roof of the mail car between Lafayette and Landry Switch (n. o.), La., at 1.32 p. m. The train was sidetracked and efforts made to extinguish the fire, but without avail. The car was consumed, together with a large quantity of mail and equipment.

December 31.—H. F. Beal, Sedalia and Paola R. P. O., while alighting from a mail wagon on which he accompanied the mail from the post-office to the depot at Paola, Kans., fell to the ground and was severely injured. The accident was caused by the sudden starting of the horse.

1901—January 1.—East Bradford and Kenova R. P. O., train 3, was wrecked by running into a landslide near Wayne, W. Va., at 4.28 a. m. The mail car was nearly demolished and Clerk J. W. Morris painfully injured. No mails were damaged or lost. Delayed five hours and twelve minutes.

January 2.—Spokane and Umatilla R. P. O., train 4, ran into a sand drift near Simons (n. o.), Wash., at 3 a. m., and the mail car badly wrecked. No damage to the mail, however, or injury to the clerk ensued. Delayed twelve hours and thirty minutes.

January 2.—Quincy and Council Bluffs R. P. O., train 2, was derailed near Rolyat, Mo., at 2.40 p. m., without injury to the clerks or mail resulting.

January 2.—Denver and Fort Worth R. P. O., train 1, was wrecked near Folsom, N. Mex., at 4.15 a. m., the accident being due to a broken axle. The clerk was not injured, and there was no damage to the mail. Delayed about nine hours and thirty minutes.

January 3.—Termo and Reno R. P. O., train 2, was wrecked near Doyle, Cal. (n. o.), at 1.40 p. m., the train being thrown from the track in a windstorm. The mail car was demolished, and the mail damaged by coal oil and ink. The car caught fire twice, but no mail was destroyed. Clerk Robert C. Riegg was severely injured. Delayed three hours.

January 3.—Savannah and Montgomery R. P. O., train 74, was wrecked near Daisy, Ga., at 7.10 a. m., by collision with a freight train. The clerk escaped injury and there was no mail lost or damaged. Delayed one hour.

January 3.—Burlington and Boston R. P. O., train 73, short run, collided with a train in the yards at Rutland, Vt., at 6.12 a. m., without injury to the clerks or damage to the mail. Delayed one hour and fifty minutes.

January 4.—Chicago and St. Louis R. P. O., train 46, was derailed at Chicago, Ill., at 11.20 a. m., the accident being caused by a defective switch. Clerks Ellis Miller, R. H. Maltimore, William H. Castle, and George R. Dempsey were severely injured. There was no loss or damage to the mails. Delayed two hours and thirty minutes.

January 4.—Cartersville and Talladega R. P. O., train 1, was wrecked near Rockmart, Ga., at 11.20 a. m., and which was caused by the derailment of the tender. The mail car partly overturned, slightly injuring the clerk. No mail was lost or destroyed. Delayed three hours and thirty minutes.

January 4.—Baltimore and Pittsburg R. P. O., train 47, collided with the rear end of a freight train near Connellsville, Pa., at 1.33 p. m., without resultant injury to the clerks or mail. Delayed three hours.

January 5.—Portland and San Francisco R. P. O., train 12, was wrecked near Siskiyou, Oreg., at 12.30 p. m., the accident being caused by the head engine of the

train running into a snowplow in a tunnel. The mail was thrown from the cases, but none lost or damaged. Clerk John J. Carroll was severely injured. Delayed three hours.

January 5.—Omaha and Ogden R. P. O., train 1, collided with a caboose which was standing on the main track at Evanston, Wyo., 11.43 a. m., without injury to the clerks or damage to the mail resulting therefrom. Delayed twenty minutes.

January 5.—Benton Harbor and Louisville R. P. O., train 23, ran into an open switch near Alexandria, Ind., at 1 p. m. The mail car was slightly damaged, but no mail was lost and the clerk escaped injury. Delayed three hours and thirty minutes.

January 6.—St. Paul and Spokane R. P. O., train 3, was wrecked in the yards at Livingston, Mont., about 4.15 p. m., by collision with an engine standing on the main track. The mail car was completely disabled, but no mail was lost—a small quantity being damaged by oil. The clerk escaped injury. Delayed three hours and fifteen minutes.

January 7.—Houston and San Antonio R. P. O., train 2. Clerk J. C. F. Kerr was found insensible in the mail car at Yoakum, Tex., about 1.20 p. m., suffering from injuries that were caused by the engine backing into the train with great violence.

January 8.—McNeil and Bienville R. P. O., train 2, ran into an open switch at Haynesville, La., at 7.35 p. m., no injury to the clerk or damage to the mail resulting. Delayed sixteen hours and fifteen minutes.

January 9.—Columbus and Gauley Bridge R. P. O., train 1, was wrecked near Shrewsbury, W. Va., at 5.36 a. m. No mail was lost or damaged, but Clerk B. J. Amos was slightly injured. Delayed five hours.

January 10.—Chicago, Elroy and St. Paul R. P. O., train 3. The mail car was struck by an engine in the yards at Elroy, Wis., about 4 a. m. The car was damaged, the letter mail thrown to the floor and soiled by oil and dirt, and Clerk John McCarthy painfully injured.

January 10.—Grandin and Willow Springs R. P. O., train 504, was wrecked near Chilton, Mo., at 1.25 p. m., without damage to the mail or injury to the clerk. Delayed about seven hours.

January 11.—New Orleans and Marshall R. P. O., train 51, was run into by a switch engine in the yards at Shreveport, La., without injury to the mail or clerk.

January 11.—Anderson and Ladoga R. P. O., train 1. While this train was being switched at Advance, Ind., at 8 p. m., the mail car collided with freight cars, resulting in Clerk O. H. Hawkins being severely injured.

January 11.—Bay City, Plymouth and Detroit R. P. O., train 6, collided head on with a freight train at Plymouth, Mich., at 8.43 p. m., without loss or damage to the mail. Clerk Charles S. McBride was slightly injured and the mail car badly wrecked.

January 11.—St. Paul and Spokane R. P. O., train 12, was wrecked by a broken rail at Green Station (n. o.), N. Dak., at 7.30 a. m., without damage to the mail or injury to the clerks. Delayed one hour and thirty minutes.

January 11.—Chicago and St. Louis R. P. O., train 4, collided with a freight train at Carlinville, Ill., at 5 a. m., badly damaging the postal car but causing no injury to the clerks or mail. Delayed four hours and thirty minutes.

January 12.—New York and Chicago R. P. O., train 15. While the train was being made up in the station at Buffalo, N. Y., at 10.45 p. m., Clerk Eli A. Torpy, while standing on the platform of the car and talking to a clerk on the outside of the train, was killed, the accident being caused by the engine backing with such force against the train as to throw him between the vestibules and crush his temples.

January 12.—Chehalis and Southbend R. P. O., train 205, was wrecked by a landslide near Adna, Wash., at 6 p. m. The engine and a portion of the train were thrown into a river, but there was no damage to the mail and the clerk sustained no injury. Delayed eight hours.

January 12.—Carbonado and Ocosta R. P. O., train 105, was wrecked near Porter, Wash., at 7.50 p. m., the train running into a washout. The mail car was thrown from the track and partly submerged in the river, one end filling with water and damaging a portion of the mail. The clerk escaped injury. Delayed about eighteen hours.

January 12.—New York and Pittsburg R. P. O., train 4, was struck by a passing freight train at Millcreek, Pa., at 1.20 a. m., damaging the postal car, but causing no injury to the clerks or mail. Delayed three hours and thirty minutes.

January 13.—Clarksdale and Jackson R. P. O. While the mail car of this train was being switched in the yards at Jackson, Miss., about 6 a. m., it was violently thrown against another car, resulting in serious injuries to Clerk C. N. Bancroft.

January 13.—Spokane and Tacoma R. P. O., train 3, was wrecked by going through a bridge near North Yakima, Wash., at 7.35 a. m., badly damaging the mail car and

injuring Clerk Harry L. Mero and Substitute Clerk Perl M. Elwell. There was no damage or loss to the mail. Delayed sixteen hours and thirty minutes.

January 13.—Waycross and Lakeland R. P. O., train 39, was wrecked near Dunnellon, Fla., at 6.30 p. m., the accident being caused by train wreckers having removed spikes from the ties. The mail car was overturned and rolled down a 10-foot embankment. A large quantity of letters were damaged by oil, but no mail was lost or destroyed. Clerk E. D. Carswell was painfully injured. Delayed eleven hours.

January 13.—Shreveport and Port Arthur R. P. O., train 2, was wrecked near Shreveport, La., at 4.30 p. m., by the derailment of the engine and mail car. The clerk escaped injury and there was no loss or damage to the mail. Delayed one hour.

January 14.—Atlanta, Fayetteville, and Columbus R. P. O., train 22, was wrecked near Ellerslie, Ga., about 7.30 p. m., by collision with a freight train. The mail car was badly damaged, resulting in painful injuries to Clerk M. J. Tutwiler. No mail was lost or damaged. Delayed twelve hours.

January 14.—Texarkana and Laredo R. P. O., train 1, was wrecked near Marshall, Tex., at 7.40 a. m., by the derailment of the tender. There was no resultant injury to the clerks or damage to the mail. Delayed one hour and twenty minutes.

January 14.—Ehrhardt and Greenpond R. P. O., train 11, was wrecked at Williams, S. C., about 8 p. m., by the derailment of the mail car, which was badly damaged. Clerk E. M. Coleman was severely injured. No mail lost or destroyed. Delayed one hour and twenty-five minutes.

January 14.—Bastrop and Natchez R. P. O., train 1, was wrecked near Hulda, La., at 6.15 p. m., caused by spreading rails. No damage to the mail car or injury to the clerks resulted. Delayed four hours.

January 14.—Grafton and Cincinnati R. P. O., train 2, ran into an open switch at Flemington, W. Va., at 5.43 a. m., and collided with a freight train. The mail car was slightly damaged, and Clerks Ladd, S. A. Williamson, and W. W. Wild slightly injured. Delayed one hour and forty-five minutes.

January 15.—Norfolk and Lynchburg R. P. O., train 4. The derailment of the engine near Savage, Va., at 5.30 p. m., caused a delay of about four hours, no damage to the mail or injury to the clerk resulting.

January 15.—Coffeyville and Little Rock R. P. O., train 233, was wrecked by a broken rail near Van Buren, Ark., at 5.05 a. m. The mail car was torn from its trucks, overturned, and abandoned. The mail was thrown from the cases and badly damaged, but none lost or destroyed. The clerk escaped injury. Delayed seven hours.

January 16.—Omaha and Ogden R. P. O., train 1, was wrecked near Hilliard, Wyo., at 2.50 p. m., by breaking of the trucks of the mail car. No injury to the clerks or mail followed. Delayed nine hours and fifteen minutes.

January 16.—Cartersville and Talladega R. P. O., train 1, was wrecked near Pell City, Ala., at 5.30 p. m., by the derailment of a freight car in the train. The mail car was partly overturned, but no mail was lost or damaged, and the clerk escaped injury. Delayed one hour.

January 17.—Spokane and Tacoma R. P. O., train 3, collided with the rear end of a freight train at Lester, Wash., at 1.45 p. m., without resultant injury to the clerks or damage to the mail or car. Delayed four hours.

January 17.—San Francisco and Lompoc R. P. O., train 1, was delayed four hours near San Luis Obispo, Cal., at 8 a. m., by the derailment of the tender. No injury to the clerk, car, or mail resulted.

January 17.—Kansas City and Lajunta R. P. O., train 3, was wrecked near Cedar Junction, Kans., at 2.55 a. m., the accident being caused by the derailment of the engine. No mail was lost or damaged, and the clerks were not injured. Delayed two hours and twenty minutes.

January 18.—East Radford and Kenova R. P. O., train 4, was wrecked near Dunlow, W. Va., at 3.49 p. m. Clerk J. G. Sampson was injured, but no loss or damage to the mail sustained. Delayed three hours and twenty-five minutes.

January 19.—Elba and Rockymount R. P. O., train 10. The derailment of the engine near Elba, Va., at 1.45 p. m., caused a delay of eight hours and fifteen minutes without injury to the clerk or mails.

January 20.—Chicago and Cairo R. P. O., train 2, collided with a freight train in the yards at Beechwood, Ill., at 12.26 p. m., damaging the postal car but causing no injury to the clerks or mail. Delayed two hours and thirty-four minutes.

January 21.—Portland and San Francisco R. P. O., train 32, ran into an open switch near Antelope, Cal., and collided with an engine. The mail car was damaged but no injury to the clerk or mail followed. Delayed four hours and thirty minutes.

January 21.—Kansas City and Memphis R. P. O., train 6, was wrecked at Pilgrim, Mo., at 5.19 a. m., by collision with freight cars which had been left on the main

track. The postal car was completely wrecked but the clerks escaped injury. The mail was slightly damaged.

January 22.—Texarkana and Whitesboro R. P. O., train 33, collided with a freight train on a side track at Windom, Tex., about 7 p. m., the accident being due to an open switch. The clerk escaped injury and there was no loss or damage to the mail. Delayed four hours and fifteen minutes.

January 23.—Marion and Kansas City R. P. O., train 5, was derailed at Thornton, Mo., at 8.40 a. m., the accident being caused by an open switch. The clerks received no injuries and there was no damage to the mail. Delayed one hour and twenty minutes.

January 26.—Coffeyville and Little Rock R. P. O., train 234, collided with a freight train near Palarm, Ark., at 6.45 a. m. The mail car was practically destroyed and the wreckage caught fire. This was soon extinguished without loss to the mail, most of which, however, was badly damaged by oil and water. Clerk T. B. Littlejohn was scalded and otherwise seriously injured. Delayed three hours and twenty-five minutes.

January 26.—Denver and Grand Junction R. P. O., train 4, collided with a freight train at Dotsero, Colo., at 10 a. m., without damage to the mail or injury to the clerk. Delayed four hours.

January 26.—Kansas City and Pueblo R. P. O., train 8, was wrecked near McCracken, Kans., at 3.55 a. m., without resultant injury to the mail or clerks. Delayed six hours.

January 26.—South Bend and Streator R. P. O., train 2, ran into a coal car at North Judson, Ind., at 11.10 a. m., damaging the mail car, but causing no injury to the clerk or mail. Delayed fifteen minutes.

January 26.—Pocatello and Portland R. P. O., train 1, ran into a freight train which was partly standing on the main track at Orchard, Idaho, at 10.50 p. m., without following damage to the car or mail or injury to the clerk. Delayed fourteen hours.

January 26.—Pattonsburg and Kansas City R. P. O., train 1, was wrecked near Santa Rosa, Mo., at 2.39 p. m., by the derailment of the tender. No injury to the clerk or mail resulted. Delayed two hours.

January 27.—Temple and San Angelo R. P. O., train 78. The engine was derailed on account of a defective cattle guard near Nolandville, Tex., at 1.30 a. m., slightly damaging the mail car, but causing no injury to the clerk or mail. Delayed about two hours.

January 28.—Grafton and Huttonsville R. P. O., train 1, was wrecked near Grafton, W. Va., at 10.25 a. m., the accident being due to a defective switch. The mail car was badly wrecked, but the clerk and mails escaped injury.

January 28.—Norfolk, Newport News and Richmond R. P. O., train 2, was wrecked near Fort Lee, Va., at 8.35 a. m., from an unknown cause. The mail car was almost entirely destroyed, but no mail was lost, although a large portion of it was damaged by water and oil. The clerk escaped injury. Delayed three hours.

January 30.—Peoria and Mason City R. P. O., train 6, collided with a freight train at Mason City, Iowa, resulting in Clerk H. H. Harbaugh being severely injured. No damage to the mail resulted. Delayed forty minutes.

January 30.—Simmesport and Bunkie R. P. O., train 3. The engine was derailed near Redfish, La., at 2 p. m., without injury to the clerk or mail. Delayed six hours.

January 31.—Louisville and Knoxville R. P. O., train 4, short run, was wrecked near Clinton, Tenn., by the breaking of a wheel of a car in the train. Clerk H. G. Price was slightly injured. No mail was lost or damaged. Delayed two hours and thirty minutes.

January 31.—Simmesport and Bunkie R. P. O., train 3, was derailed near Joffrious Lane (n. o.), La., at 4.20 p. m., without damage to the car or mail or injury to the clerk. Delayed two hours and ten minutes.

January 31.—Pottsville and Philadelphia R. P. O., train 1, was wrecked near Port Clinton, Pa., at 8.14 a. m., the accident being caused by a rear-end collision. The mail car was slightly damaged, but without injury to the clerks or mail. Delayed three hours.

January 31.—Siloam Springs and Shreveport R. P. O., train 1, was wrecked by collision with a freight train near Rodessa, La., at 10.30 a. m. There was no following damage to the car or mail or injury to the clerk. Delayed four hours.

February 1.—Ogden and San Francisco R. P. O., train 3, collided with the rear end of a freight train near Deeth, Nev., at 12.45 p. m., without injury to the clerks or damage to the mail. Delayed seven hours and forty-five minutes.

February 2.—Kansas City and Memphis R. P. O., train 6, ran into a lot of tools that had been left on the track near Jericho, Ark., at 8.55 p. m., but no damage or injury resulted to the mail or clerks. Delayed thirty minutes.

February 2.—New York and Point Pleasant R. P. O., train 314, collided with a freight car at Redbank, N. J., at 12.45 p. m., but causing no injury to the clerks or mail. Delayed about one hour.

February 2.—Houston and Taylor R. P. O., train 3, was derailed by running into a split switch at Brookshire, Tex., at 7.40 p. m., without following injury to the clerks or mail. Delayed two hours and thirty minutes.

February 2.—Soo and Minneapolis R. P. O., train 8, was wrecked near Prentice, Wis., at 12.50 a. m., the accident being caused by a broken rail. All the cars in the train, with the exception of the mail car, were derailed and overturned. The clerk escaped injury, and no damage resulted to the mail. Delayed seven hours and fifteen minutes.

February 2.—Macon and Palatka R. P. O., train 4, was wrecked at Cordele, Ga., at 2.15 a. m., by running into a freight train on side track which had not cleared the main line. No injury to the clerk, car, or mail. Delayed six hours and thirty-five minutes.

February 3.—Quincy and Council Bluffs R. P. O., train 2, was wrecked near Malvern, Iowa, at 8.45 a. m., by defective track. The entire train was derailed and nearly overturned. Part of the mail was badly damaged by water and dirt, but none lost or destroyed. The clerk was slightly injured.

February 3.—Altamont and Belleville R. P. O., train 12, collided in the yards at St. Joseph, Mo., at 8.48 a. m., with an engine, causing a delay of one hour, no injury to the clerk or mail ensuing.

February 4.—St. Louis, Louisiana and Kansas City R. P. O., train 14, was wrecked near Rushhill, Mo., at 1.50 p. m., by the derailment of the engine. No injury to the clerk or damage to the mail followed.

February 4.—Cincinnati and St. Louis R. P. O., train 12, ran into an open switch near Aurora, Ind., about 6.30 a. m., and collided with a freight train standing on a side track. No damage to the mail or injury to the clerks followed. Delayed three hours.

February 4.—Nashville and Atlanta R. P. O., train 91, collided with a freight train near Cartersville, Ga., at 11.25 a. m., without injury to the clerks or mail. Delayed five hours.

February 4.—Detroit and Grand Haven R. P. O., train 17, collided with a street car at a crossing in Detroit, Mich., at 4.05 p. m., causing a delay of one hour and thirty minutes, without damage to the mail or clerks.

February 4.—Detroit and Lima R. P. O., train 1, collided with a train at South Adrian, Mich., at 10.36 a. m., slightly damaging the mail car but causing no injury to the clerks or mail. Delayed seven hours.

February 5.—Chicago and Minneapolis R. P. O., train 57, was wrecked at Western Union Junction, Wis., about 11.15 p. m., the accident being caused by the breaking of an axle of the engine. The entire train was derailed and ran through the depot platform before coming to a stop. None of the clerks were injured and no mail was lost or damaged. All of the postal cars (5) were disabled.

February 5.—Moir and Brandon R. P. O., train 4, was derailed near Moira, N. Y., at 4.45 p. m., no damage to the car or mail or injury to the clerk resulting. Delayed about thirty minutes.

February 6.—New York, Ontario and Western, train 9 (express mail train), was in collision at Hurleyville, N. Y., and the baggage car, which contained the mail, together with its contents, was burned.

February 7.—Keene and South Vernon R. P. O., train 65, was delayed at Ashuelot, N. H., at 6.10 p. m., by the derailment of a car in the train, the accident being due to a broken rail. The clerk was not injured and no damage was done to the mail. Delayed one hour and thirty minutes.

February 7.—Salamanca and Chicago R. P. O., train 5, was wrecked about 6 a. m., near Greenville, Pa., caused by the engine leaving the track at a sharp curve. The postal car was almost entirely demolished, and Clerks C. H. Crafts, F. E. Coe, and J. F. Russell badly injured. No mail was lost or destroyed. This accident was a very serious one and a large number of passengers were killed or injured.

February 7.—New York, Geneva and Buffalo R. P. O., train 21, was wrecked at Greens Bridge, N. J., at 5.35 a. m., by the breaking of a side rod on the engine. The mail car was slightly damaged, but the clerks and mail escaped injury. Delayed about five hours.

February 7.—Cameron, St. Joseph and Kansas City R. P. O., train 25, collided with a street car near South St. Joseph, Mo., at 6.20 p. m., without damage to the mail or injury to the clerks. Delayed fifty minutes.

February 7.—Cairo and Gatesville R. P. O., train 3, was wrecked at Stamps, Ark.,

at 7 a. m. by the derailment of the mail car. The car was slightly damaged, without injury to the clerks or mail. Delayed two hours.

February 8.—Altonbay and Dover R. P. O., train 54, was wrecked near Farmington, N. H., at 7 a. m., the accident being caused by the engine running into a snow-drift. The clerk escaped injury and there was no damage to the mail. Delayed three hours and twenty minutes.

February 9.—Great Bend and Scott R. P. O., train 358, was wrecked near Shaffer, Kans., at 2.30 p. m. by a broken rail. No injury to the clerk or mail followed.

February 9.—Duluth and Eau Claire R. P. O., train 94, collided with a freight train in the yards at Spooner, Wis., about 10.45 a. m., slightly damaging the mail, but causing no injury to the clerk or mail. Delayed three hours.

February 9.—Pittsburg and Chicago R. P. O., train 8, and Cleveland and Pittsburg R. P. O., train 302, collided in the yards at Allegheny, Pa., at 5.40 a. m. There was no damage or injury to the former train, which was delayed fifty minutes. The mail car of the latter train was slightly damaged and Clerk H. M. Mehen severely injured. Delayed two hours and thirty minutes.

February 9.—Chattanooga, Rome and Atlanta R. P. O., train 16, was wrecked in the yards at Atlanta, Ga., about 1 p. m., by collision with a switch engine. The mail car was badly wrecked and Clerk A. P. Morse severely injured. There was no loss or damage to the mail. Delayed one hour.

February 10.—Kansas City and Springfield R. P. O., train 65, was wrecked at Osceola, Mo., at 1.35 a. m., by the derailment of the baggage car. No mail was lost or damaged and the clerk escaped injury. Delayed five hours.

February 10.—Herington and Liberal R. P. O., train 61, was wrecked in the yards at Liberal, Kans., at 3 a. m., by collision with a freight car. The mail car was slightly damaged, but no injury to the clerk or mail resulted.

February 10.—Atlanta and Birmingham R. P. O., train 37, was wrecked near Waco, Ga., at 6.10 p. m., by the derailment of the train. The mail car was badly wrecked and Clerks W. O. Bass and William Troensegaard painfully injured. No mail was lost or destroyed, but a portion of it was damaged by oil. Delayed five hours.

February 11.—Hinton and Cincinnati R. P. O., train 2, was derailed at Garnet, W. Va., at 6.20 p. m., the accident being caused by a defective switch. The postal car was telescoped by the tender and badly wrecked. The mail was slightly damaged by oil and water, but none lost. Clerks S. J. Collier and C. T. Hammond were slightly and J. T. Joyce seriously injured. Delayed four hours.

February 12.—Little Rock and Alexandria R. P. O., train 222, was derailed at Doss, La., about noon, caused by the engine running over a cow. No damage to the car or mail and the clerk was not injured. Delayed five hours and thirty minutes.

February 12.—New York and Chicago R. P. O., train 35, ran into a freight car near Jordan, N. Y., about 5.15 a. m., slightly damaging the postal cars, but causing no damage to the mail or injury to the clerks. Delayed two hours.

February 13.—Nashville and Hope R. P. O., train 3, was delayed three hours and fifty minutes near Washington, Ark., at 7.10 p. m., by the derailment of a portion of the train. No damage to the car or mail or injury to the clerk ensued.

February 13.—Greenville and Bangor R. P. O., train 16, while stuck in a snow bank between East Dover and Sebec, Me., was run into by a snow plow. There was no following injury to the clerk or damage to the mail.

February 13.—Cairo and Gatesville R. P. O., train 3, was wrecked by running over a cow near Mount Pleasant, Tex., at 1.32 p. m. The mail car was disabled and abandoned. There was no loss or damage to the mail and the clerk was not injured.

February 14.—Shreveport and Port Arthur R. P. O., train 1, was wrecked by collision with a water car on the main track near Ruliff, Tex., at 8.05 p. m. The front trucks were torn from the mail car, but no injury to the clerks or damage to the mail ensued. Delayed eight hours and ten minutes.

February 14.—New York and Pittsburg R. P. O., train 18, collided with the rear end of a freight train at McGarveys, Pa., at 8 p. m. One of the postal cars was damaged and abandoned. No injury to the clerks or mail resulted. Delayed about one hour and fifteen minutes.

February 14.—Kane and Harrisburg R. P. O., train 6, collided with the rear end of a freight train near Nisbet, Pa., at 8.25 p. m., slightly injuring the clerk. No mail was lost or damaged. Delayed about four hours.

February 15.—Gibson and Sumter R. P. O., train 5, was wrecked near Elliott, S. C., at 7.35 p. m., by obstructions that had been placed on the track. There was no resultant injury to the clerk or mail. Delayed seven hours.

February 15.—Ogden and San Francisco R. P. O., train 6, was derailed near Pali-sade, Nev., at 6.15 p. m., the accident being caused by the train running into a

rock on the track. One of the postal cars was so damaged as to be abandoned. The clerks escaped injury and there was no damage to the mail. Delayed fourteen hours.

February 15.—Lincoln and Kansas City R. P. O., train 16, was derailed at St. Joseph, Mo., at 7.15 p. m., the cause of the accident being unknown. The clerks were not injured and there was no damage to the mail. Delayed one hour and twenty minutes.

February 15.—Portland and Swanton R. P. O., train 163, was derailed near Intervale Junction, Me., at 6.12 p. m., the accident being caused by a broken wheel. No injury to the clerks or damage to the mail resulted. Delayed one hour.

February 15.—Des Moines and Kansas City R. P. O., train 2, was wrecked by collision with the rear end of a freight train at Runnells, Iowa, about 7.10 a. m., without injury to the clerks or mail. Delayed one hour and twenty minutes.

February 16.—Texarkana and Laredo R. P. O.'s, trains 3 and 4, met in a head-on collision near Hearne, Tex., at 6 p. m., the accident being due to a misplaced switch. The postal car in the latter train was badly wrecked and abandoned. Clerks Frank Bernhard and R. Barnhard of this train were painfully injured, the latter having jumped from the car. The postal car of the former train was slightly damaged. The clerks jumped from the car and escaped injury. There was no loss or damage to the mail in either train.

February 16.—Mound House and Keeler R. P. O., train 2. A portion of this train was derailed near Wabuska, Nev., at 12.45 p. m., without causing injury to the clerk or mail. Delayed eighteen hours and twenty minutes.

February 17.—Ogden and San Francisco R. P. O., train 2, was wrecked near Mill City, Nev., at 5.30 a. m., by running into a washout. The mail car was almost completely demolished and Clerks James C. Cavin and Charles A. Schuyler seriously injured. No mail was lost, but a portion of it was damaged by water. Delayed forty-one hours.

February 17.—Albuquerque and Los Angeles R. P. O., train 2, was wrecked, at 3 p. m., near Peach Springs, Ariz., a large boulder rolling down and striking the train while it was in motion. No damage to the car or mail or injury to the clerks followed. Delayed ten hours.

February 18.—New York and Washington R. P. O., train 23, was wrecked near Northeast, Md., at 2 a. m., the accident being caused by freight cars going in an opposite direction becoming derailed and falling on the passenger track. One of the postal cars was so badly wrecked as to necessitate its destruction and another was also badly damaged. There were ten postal clerks in these two cars, who miraculously escaped injury. No mail was damaged or destroyed. Delayed eight hours.

February 19.—Terro and Reno R. P. O., train 2, was delayed eight hours near Cuba, Cal., about 3 p. m. by the derailment of a car in the train. No injury to the clerk or damage to the mail or car resulted.

February 19.—Clarence P. Howard, Cincinnati and Nashville R. P. O., detailed as transfer clerk at Nashville, Tenn., was injured in the elevator at the terminal station in that city while in the performance of his duties, a gate breaking loose and falling upon him.

February 19.—Litchfield and Kampsville R. P. O., train 2, was derailed near Womac, Ill., at 6 p. m., without injury to the clerk or damage to the mail following the accident. Delayed eight hours and fifty minutes.

February 20.—Portland and San Francisco R. P. O., train 16, was wrecked near Slatonis, Cal., at 8.23 a. m., by running into a landslide. No injury to the clerks or mail resulted. Delayed nine hours and ten minutes.

February 20.—Pacific Junction and Denver R. P. O., train 2. Fire was discovered in the storage car as the train was approaching Ashland, Nebr. The train was sidetracked, the fire department at that place summoned, and the fire soon extinguished. This car was loaded with newspaper mail, which was all damaged by fire and water and about twelve sacks of it entirely consumed.

February 21.—Pittsburg and St. Louis R. P. O., train 5, collided with a freight car at East St. Louis, Ill., at 1.10 p. m., an open switch causing the accident. One of the postal cars was telescoped by the tender and the following car also badly damaged. Clerk John G. Gregg was seriously injured. A portion of the mail was damaged by water from the steam pipes. Delayed three hours and fifteen minutes.

February 21.—Willmar and Sioux City R. P. O., train 11, and St. Paul and Watertown R. P. O., train 14, collided with each other at Hanley Falls, Minn., at 2.55 p. m. The clerks were not injured and no mail was lost or damaged. Delayed fourteen hours.

February 22.—Portland and San Francisco R. P. O., train 11, was wrecked near Ager, Cal., about 4 a. m., the accident being caused by a landslide. The mail car was derailed, but no injury to the clerks or mail ensued. Delayed thirteen hours.

February 22.—The steamer *Rio de Janeiro*, from China, Japan, and Hawaii, ran on the rocks while entering the port at San Francisco, Cal., at 5 a. m., and sank in deep water. She carried between 150 and 200 bags of mail, of which 14 were recovered.

February 22.—Denison and Taylor R. P. O., train 1, was struck by an engine at Denison, Tex., at 12.40 p. m., without damage to the car or mail or injury to the clerks resulting. Delayed forty-five minutes.

February 22.—Pulaski City and Monarat R. P. O., train 78, was wrecked near Grayson, Va., at 1.45 p. m., by the breaking of a truck under a car in the train. The clerk escaped injury and there was no loss or damage to the mail. Delayed about five hours.

February 23.—Brunswick and Albany R. P. O. Clerk T. G. Hadden was injured while catching mail at Acree, Ga.

February 23.—New Orleans and Houston R. P. O., train 7, collided with cars on a side track at Lafayette, La., at 3.12 a. m., without any following injury to the clerks or damage to the mail. Delayed one hour.

February 24.—Albuquerque and Los Angeles R. P. O., train 2. While the mail car was standing in the yards at Barstow, Cal., at 1 a. m., it was struck by an engine with such force as to throw the clerks from their feet and nearly all the mail from the cases. The car and a portion of the mail were slightly damaged.

February 24.—Chicago, Abbottsford and Minneapolis R. P. O., train 4. An accident to the trucks of the postal car near Fremont, Wis., about 3 a. m., caused its abandonment, but resulted in no injury to the clerks or mail.

February 25.—Charlotte, Savannah and Jacksonville R. P. O., train 39, was wrecked near Whaley, S. C., about 2.10 a. m., caused by a broken rail. No damage to the car or mail or injury to the clerks followed. Delayed about four hours.

February 25.—St. Louis and Texarkana R. P. O., train 54, collided with a switch engine on a siding in the yards at Poplarbluff, Mo., at 1.53 p. m., the accident being due to an open switch. The postal car was damaged, but no injury to the clerks or mail resulted. Delayed about one hour.

February 27.—San Francisco and Lompoc R. P. O., train 19, collided with cars standing in the station at San Francisco, Cal., at 7.35 p. m., without damage to the car or mail, but resulting in Clerk Joseph A. Brown being slightly injured.

February 28.—Wilkesbarre, Ricketts and Towanda R. P. O., train 503, was derailed near Ricketts, Pa., at 5.35 p. m., caused by spreading rails. The clerk was not injured and there was no damage to the car or mail. Delayed one hour and thirty minutes.

February 28.—Houston and Taylor R. P. O., train 3. A portion of this train was wrecked at Sayersville, Tex., at 3.45 p. m., the accident being due to spreading rails. Car, clerk, and mail not injured. Delayed two hours.

February 28.—Lincoln and Concordia R. P. O., train 91, was delayed near Crete, Nebr., at 7.10 p. m., by the derailment of the baggage car. The clerk escaped injury and there was no loss or damage to the mail. Delayed about two hours.

February 28.—Plattsburg and Saranac Lake R. P. O., train 1, was wrecked near Lyon Mountain, N. Y., at 10 a. m. The mail car was damaged and Clerk E. E. Trumbull painfully injured. No mail lost or damaged. Delayed six hours.

February 28.—Pittsburg and Uniontown R. P. O., train 16, was wrecked at Coal Valley, Pa., at 5 p. m., the accident being caused by running into an open switch and colliding with a coal train standing on a siding. The wreck caught fire and the mail car and mail were consumed. Clerk Milton S. Thompson was badly burned and mutilated and died on the way to a hospital. Mail Weigher M. C. Preston was slightly injured.

February 28.—Capitan and El Paso R. P. O., train 2, collided with a coal car which was running wild at Capitan, N. Mex., at 5.30 a. m., resulting in the mail car being so badly damaged as to compel its abandonment. A portion of the paper mail was damaged by oil. The clerk was not injured.

March 2.—Great Bend and Scott R. P. O., train 358, was wrecked near Alexander, Kans., at 1.15 p. m., the accident being due to the derailment of the tender. No mail was lost or damaged and the clerk was not injured. Delayed about four hours.

March 3.—Omaha and Ogden R. P. O., train 5, was derailed at Ridge, Wyo., at 3.50 p. m., without injury to the clerks or damage to the mail resulting. Delayed one hour and twenty minutes.

March 3.—Texarkana and Laredo R. P. O., train 4, was wrecked near Buffalo, Tex., at 7.50 p. m., the accident being caused by the breaking of the front wheels of the tender. The mail car was so badly damaged as to cause its abandonment. The clerks and mail escaped injury. Delayed five hours and thirty minutes.

March 4.—Cairo and New Orleans R. P. O., train 103, collided with a train at Obion, Tenn., about 6.15 a. m., without damage to the mail or injury to the clerk. Delayed one hour.

March 4.—Villisca and St. Joseph R. P. O., train 46. A large rock crashed through the roof of the mail car near Curzon, Mo., at 9.35 a. m., supposed to have been attributive to rock blasting in the neighborhood. The clerk and mail escaped injury.

March 4.—Jackson and Gulfport R. P. O., train 1, was wrecked by running into the rear end of a freight train at Epps, Miss., at 11.50 a. m. Clerk J. O Fuller was injured. There was no damage to the mail or car. Delayed one hour and twenty-five minutes.

March 4.—Kansas City and Siloam Springs R. P. O., train 3, was wrecked at Belt Junction, Mo., at 10.33 p. m., a broken rail causing the derailment of the engine. The clerk escaped injury and there was no loss or damage to the mail. Delayed five hours.

March 5.—Atchison and Lenora R. P. O., train 3, was wrecked in the Atchison, Kans., yards at 10.05 a. m., by the turning of a switch while the train was passing over it. A portion of the train was derailed without damage to the mail or injury to the clerks. Delayed four hours and fifteen minutes.

March 5.—Wichita and Englewood R. P. O., train 458. While the train was being switched at Ashland, Kans., the mail car was violently struck, throwing Clerk F. M. Rea to the floor and severely injuring him. Delayed thirty-five minutes.

March 5.—Duluth and St. Paul R. P. O., train 2, was derailed by an open switch between Duluth, Minn., and West Superior, Wis., at 9.10 a. m., without injury to the clerk or mail. Delayed one hour.

March 6.—Ishpeming and Chicago R. P. O., train 16, collided with a switch engine in the yards at Milwaukee, Wis., about 7 p. m. The mail car was so badly damaged as to compel its abandonment, but the clerks escaped injury.

March 6.—New York and Pittsburg R. P. O., train 20, collided with a freight train at Hope Station, Pa., at 11.21 a. m. The front end of one of the postal cars was completely torn out, but the clerks, fortunately, escaped injury. Some of the mail was slightly damaged. Delayed about two hours.

March 6.—Cedar Rapids and Sioux Falls R. P. O., train 608, was derailed at Linn Junction, Iowa, at 10.12 a. m., the accident being caused by a defective rail. No clerks were injured and there was no damage to the mail. Delayed one hour and thirty minutes.

March 7.—New York and Pittsburg R. P. O., train 33, collided with a freight train at Tyrone, Pa., at 9 a. m., slightly damaging a postal car, but causing no injury to the clerks or mail. Delayed two hours.

March 8.—Spokane and Coulee City R. P. O., train 13. The derailment of a freight car in the train near Wilbur, Wash., at 3.30 p. m., caused a delay of three hours and thirty minutes. No injury to the clerk or mail followed.

March 8.—Soo and Minneapolis R. P. O., train 8. The mail car was disabled and abandoned near Rapid River, Mich., about 6.15 a. m., without injury to the clerks or damage to the mail.

March 8.—Havre and Spokane R. P. O., train 3, was wrecked at Bear Creek, Mont., at 7.25 p. m. A portion of the train was badly wrecked, but no injury to the clerk or damage to the mail car resulted. Delayed thirteen hours and fifteen minutes.

March 8.—Massena Springs and Utica R. P. O., train 7, collided with a freight train in the yards at Massena Springs, N. Y., at 12.18 p. m. No damage to the mail or car or injury to the clerk. The weigher was slightly injured.

March 8.—Kansas City and Lajunta R. P. O., train 2, was wrecked in the yards at Kansas City, Mo., at 9.20 p. m., by the derailment of the engine. No mail was lost or damaged and the clerks escaped injury. Delayed fifty-five minutes.

March 8.—Lincoln and Manhattan R. P. O., train 92, was wrecked near Marysville, Kans., at 10.35 a. m., without loss or damage to the mail or injury to the clerk. Delayed five hours.

March 9.—St. Louis, Moberly and Kansas City R. P. O., train 10, collided with an engine near Anglum, Mo., at 10.25 a. m., without injury to the clerk or mail. Delayed fifty minutes.

March 9.—McNeil and Bienville R. P. O., train 1, was wrecked by spreading rails near Gibeland, La., at 11 a. m., without resultant injury to the clerk or mail. Delayed three hours.

March 9.—Memphis and New Orleans R. P. O., train 5, was wrecked at Clacks, Miss., at 8.35 p. m., the accident being due to a collision with freight cars that had been blown on the main track by high winds. The mail car was derailed, but no mail was lost or damaged and the clerk escaped injury. Delayed fourteen hours.

March 10.—Dubuque and Sioux City R. P. O. The engine, after taking water at Cherokee, Iowa, backed against the mail car with such force as to throw Clerk James A. Cook to the floor and severely injure him.

March 10.—Temple and San Angelo R. P. O., train 75, was delayed three hours and fifty minutes near Copetas Cove, Tex., by the breaking of an axle of the tender. No damage to the car or mail or injury to the clerk resulted.

March 11.—St. Louis and Council Bluffs R. P. O., train 3. The tender was derailed while on a high trestle near Burlington Junction, Mo., at 5.47 a. m., but no injury to the clerks or mail resulted. Delayed seventeen minutes.

March 11.—Memphis and New Orleans R. P. O., train 6, was wrecked near Percy, Miss., at 1.30 a. m., the accident being caused by a broken rail. All the cars in the train, with the exception of the mail car, were overturned. There was no following damage to the car or mail or injury to the clerk. Delayed seven hours and forty-five minutes.

March 12.—Quincy and Council Bluffs R. P. O., train 1, was wrecked in the yards at Greencastle, Mo., at 10.30 a. m., by the derailment of the engine. No mail was lost or damaged, and the clerk was not injured. Delayed six hours and thirty minutes.

March 12.—Jacksonville and Port Tampa R. P. O., train 78, was wrecked near Seville, Fla., at 3.54 p. m., by the derailment of the engine. The platform of the mail car was demolished, but the clerk escaped injury and there was no loss or damage to the mail. Delayed ten hours and forty-five minutes.

March 12.—Ashfork and Los Angeles R. P. O., train 3, was derailed while crossing a switch in the yards at Barstow, Cal., at 7.10 a. m., without resultant damage to the car or mail or injury to the clerks. Delayed forty minutes.

March 12.—Missoula and Wallace R. P. O., train 142, was wrecked near St. Regis, Mont., at 2.20 p. m. Some freight cars in the train were entirely demolished, but the mail car, mail, and clerk escaped injury. Delayed four hours and forty minutes.

March 12.—St. Louis, Louisiana and Kansas City R. P. O., train 14, was delayed fifty minutes by the derailment of the tender near Thompson, Mo., at 12.43 p. m., without following injury to the mail or clerks.

March 13.—Clerk S. O. McCurdy, Penn Haven and Sunbury R. P. O. While the train was rounding a curve and this clerk was in the act of weighing a heavy sack of mail he was thrown to the floor of the car and severely injured.

March 13.—Leavenworth and Miltonvale R. P. O., train 42, was wrecked near Soldier, Kans., at 8.30 a. m., causing damage to the mail by oil from the lamps. The clerk escaped injury. Delayed ten hours.

March 13.—Belton and Walhalla R. P. O., train 5, was wrecked near Anderson, S. C., at 12.20 p. m., the accident being caused by the derailment of freight cars in the train. The mail car was badly damaged, but there was no following injury to the clerk or mail. Delayed thirty minutes.

March 13.—Titusville and Sandford R. P. O., train 11, was wrecked by collision with a freight train near Monroe, Fla., at 9.10 a. m. The mail car was badly damaged, and Clerk J. A. Collins seriously injured. No loss or damage to the mail. Delayed two hours.

March 13.—Groveton and Boston R. P. O., train 5, was derailed by a loose wheel at Amoskeag, N. H., about 8.50 a. m. The clerks escaped injury, and there was no loss or damage to the mail. Delayed about two hours.

March 13.—Eland and Merrillan R. P. O., train 162, was derailed and wrecked in the yards at Merrillan, Wis., about 6.45 a. m. The mail car was overturned, the letters thrown from the cases, and a portion damaged. The clerk escaped injury, and there was no loss to the mail.

March 13.—Skowhegan and Portland R. P. O., train 12, and the Farmington and Portland R. P. O., train 12 (both running in the same train), collided with an engine at Danville Junction, Me., at 2 p. m. There was no injury to the clerk or damage to the mail in the former; in the latter a portion of the mail was damaged by oil. Clerk not injured. Delayed forty-five minutes.

March 14.—Ehrhardt and Greenpond R. P. O., train 11. While at Lodge, S. C., a freight car was switched against the mail car with such violence as to throw Clerk E. M. Coleman to the floor and seriously injure him.

March 14.—Riverside and Doerun R. P. O., train 5, ran into an open switch and collided with a train of loaded coal cars in the yards at Herculaneum, Mo., at 7.05 p. m. Clerk George F. Brown was injured, but not seriously. There was no loss or damage to the mail.

March 15.—Denison and Hillsboro R. P. O., train 31, was wrecked near Dallas, Tex., at 5.15 p. m. The mail car was demolished, but there was no loss to the mail,

and Clerk W. T. M. Ferguson was but slightly injured. Delayed five hours and twenty-five minutes.

March 15.—Sandusky and Columbus R. P. O., train 5, collided with a freight train at Ridgeton, Ohio, at 4.44 p. m. The mail car was badly wrecked and Clerk T. R. Smith severely injured. No mail was lost or damaged. Delayed three hours and forty-five minutes.

March 15.—Leavenworth and Miltonvale R. P. O., train 41. The derailment of the tender near Boyle, Kans., at 7.20 p. m., caused a delay of seven hours, but resulted in no injury to the clerk or mail.

March 16.—Orangeville and Watsontown R. P. O., train 1, was derailed near Millville, Pa., at 7.25 a. m., by spreading rails. Train 2 was derailed on the same date near Rohrsburg, Pa., at 12.30 p. m., which was also caused by spreading rails. No damage to the car or mail or injury to the clerk followed in either case.

March 17.—Charlotte, Savannah and Jacksonville R. P. O., train 33, was wrecked near Barnwell, S. C., about 4.25 p. m., by the derailment of the engine. No damage to the mail or car or injury to the clerk followed. Delayed seven hours and thirty minutes.

March 17.—Omaha and Ogden R. P. O., train 101, which train combined the Cheyenne and Pocatello R. P. O., was derailed near Rocksprings, Wyo., at 7.10 a. m., the accident being caused by a broken rail. The entire train left the track, the postal car of the former being thrown 50 feet and entirely overturned, resulting in severe injuries to Clerk Joseph E. Mohatt. The postal car of the latter was thrown into a ditch and partially overturned, the clerks escaping injury. Both cars were badly wrecked, but there was no mail lost or destroyed. Delayed about five hours and thirty minutes.

March 18.—Meridian and Shreveport R. P. O., train 3, was wrecked at Morton, Miss., at 1 p. m., by running into an open switch. No injury resulted to the clerk or mail. Delayed four hours.

March 18.—Ruthven and Des Moines R. P. O., train 201, was derailed near Grand Junction, Iowa, at 2.15 p. m. The entire train left the track and the mail car overturned into a ditch and deluged with water. Clerk M. A. Nourse was slightly injured.

March 18.—Boone and Des Moines R. P. O., train 37, was derailed near Luther Station, Iowa, at 5.10 p. m., the entire train leaving the track. No injury to the clerk or mail resulted. Delayed six hours and fifteen minutes.

March 18.—Kansas City and Denver R. P. O., train 5, was wrecked near St. Marys, Kans., at 7.05 p. m., by the derailment of the engine. The entire train was ditched, the mail car torn from its trucks and so damaged as to be unfit for further use. A large portion of the mail was damaged by rain but none lost or destroyed. The clerk was not injured. Delayed four hours.

March 19.—Nebraska City and Holdrege R. P. O., train 98, collided with a freight train near Johnson, Nebr., at 4.10 p. m., slightly injuring Clerk A. P. Wyatt. No damage resulted to the mail.

March 19.—Mexico and Jefferson City R. P. O., train 211, was wrecked near Holts Summit, Mo., at 3.43 p. m., derailing the mail car, but resulting in no damage to the mail or injury to the clerk.

March 19.—Texarkana and Laredo R. P. O., train 1-3, was wrecked by the derailment of the engine near Austin, Tex., at 8.30 p. m., without resultant injury to the clerks or mail. Delayed four hours and thirty minutes.

March 20.—Pueblo and Silverton R. P. O., train 116, collided with a freight car at Huerfano, Colo., at 1.15 a. m., slightly injuring the clerk, but causing no damage or loss to the mail.

March 20.—St. Paul and Spokane R. P. O., train 12, was wrecked near Junction, Mont., about 12.05 p. m., the accident being caused by the train breaking in two and one portion of it, including the mail car, colliding with a freight car on a siding. Acting Clerk Perle F. Wright was injured. No mail lost or damaged. Delayed about two hours.

March 20.—Des Moines and Sioux City R. P. O., train 59, was delayed six hours and thirty minutes by the derailment of the engine in the yards at Ames, Iowa, 12.28 a. m., without following injury to the clerks or mail.

March 20.—Chicago, Decatur and Quincy R. P. O., train 9, while switching in the yards at Decatur, Ill., at 4.30 a. m., was run into by a switch engine. The clerks were badly shaken up, but not injured. No mail lost or damaged. Delayed about six hours, while repairs to the mail car were being made.

March 21.—Ocala and Homosassa R. P. O., train 44, was wrecked near Dunnellon, Fla., at 8.30 a. m., the accident being due to an open switch. No injury to the car, clerk, or mail resulted. Delayed one hour and thirty minutes.

March 21.—New York and Grafton R. P. O., train 2, was wrecked by running into a rockslide at Thornton, W. Va., at 5.28 a. m. The mail car was badly damaged, but no loss or damage to the mail or injury to the clerk followed. Delayed one hour and thirty-five minutes.

March 21.—Nevada and Conway Springs R. P. O., train 10, was wrecked at Cokedale, Kans., by the breaking of an axle of the engine. The clerks were not injured and there was no damage to the mail. Delayed five hours and ten minutes.

March 22.—San Francisco and Los Angeles R. P. O., train 9, while passing around a wreck on a temporary track near Tehachapi, Cal., at 9 p. m., was derailed, the accident being due to defective track. The mail car was overturned, torn from its trucks, and badly damaged. No mail was lost, but a portion of it was soiled by oil, dirt, and water. Clerks William McManus, F. Miller, and William W. Weller were severely injured. Delayed eight hours.

March 22.—Caney and Owasso R. P. O., train 268, was wrecked near Lawton, Ind. T., at 11.45 a. m., no injury to the clerk or damage to the mail resulting.

March 23.—Chicago and Minneapolis R. P. O., train 57, was wrecked by collision with a freight engine at Rondout, Ill., at 10.35 p. m. One of the postal cars was wrecked and so disabled as to cause its abandonment. No mail is believed to have been lost or damaged. Clerks G. W. Robinson and R. A. Davis were slightly injured. Delayed three hours and ten minutes.

March 23.—Waycross and Montgomery R. P. O., train 57, collided with an express train in the yards at Montgomery, Ala., at 8.12 a. m., and Clerk H. G. Huggins severely injured. No mail was lost or destroyed. Delayed three hours and thirty-five minutes.

March 23.—Kansas City and Lajunta R. P. O., train 2, collided with an engine in the yards at Newton, Kans., at 12.20 p. m., badly damaging the postal car and compelling its abandonment. There was no damage to the mail or injury to the clerks.

March 24.—Des Moines and Kansas City R. P. O., train 7, was delayed one hour near Tracy, Iowa, by the derailment of the tender, without resultant damage to the mail or injury to the clerk.

March 25.—New York and Chicago R. P. O., train 35, was wrecked by collision with an engine and caboose at Poughkeepsie, N. Y., at 10.55 p. m. Clerks C. W. Carpenter, F. W. Skeels, and G. W. Bradley were slightly injured. No mail was lost or damaged. Delayed one hour and twenty-five minutes.

March 25.—New Orleans and Houston R. P. O., train 9, collided with a switch engine at Lafayette, La., at 3.25 p. m., the accident being due to an open switch. The clerk escaped injury and there was no loss or damage to the mail. Delayed one hour and ten minutes.

March 26.—Cairo and New Orleans R. P. O., train 4, collided with a freight train near Wickliffe, Ky., at 1.25 a. m., without damage to the mail or injury to the clerk. Delayed three hours and forty minutes.

March 27.—Chicago and Cairo R. P. O., train 2, ran into an open switch at Neoga, Ill., at 4.30 p. m., and collided with a freight train standing on a side track. The postal car was damaged and abandoned. The clerks escaped injury, and there was no damage to the mail.

March 28.—New York, Geneva, and Buffalo R. P. O., train 3, was wrecked near Pittsburg and Lehigh Junction (n. o.), N. Y., by colliding with a wrecked train. The postal car was badly wrecked, but the clerks and mail escaped injury. Delayed six hours.

March 28.—Chicago and St. Louis R. P. O.'s., trains 8 and 11, collided at McLean, Ill., at 3.47 a. m., without injury to the clerks or loss to the mail in either train. Delayed about five hours.

March 29.—Paris and Ennis R. P. O., train 5, was wrecked near Tona, Tex., at 7.50 p. m. by spreading rails. No damage to the car or mail, or injury to the clerk followed. Delayed thirty minutes.

March 30.—Newton and Galveston R. P. O., train 8, was derailed near Davidson Switch (n. o.), Tex., at 12.55 a. m., the accident being caused by the train running over a cow. The mail car was slightly damaged, but there was no damage to the mail and the clerk escaped injury. Delayed thirty-five minutes.

March 30.—Minneapolis and Council Bluffs R. P. O., train 1. A portion of this train was derailed by a misplaced switch at Worthington, Minn., about 2 a. m., without resultant injury to the mail or clerks. Delayed two hours and twenty minutes.

March 30.—Monett and Burrton R. P. O., train 102, was wrecked near Reeds, Mo., at 8.15 a. m., by the derailment of a portion of the train. No mail was lost or damaged, and the clerk was not injured.

April 1.—Atchison and Lenora R. P. O., train 2, was derailed near Kerwin, Kans., about 6.25 p. m. without following damage to the mail or injury to the clerk. Delayed eight hours.

April 1.—Campbell and Caruthersville R. P. O., train 3, was delayed six hours near Hayti, Mo., at 3 p. m., by the derailment of the tender. No mail was lost or damaged and the clerk was not injured.

April 3.—Pueblo and Silverton R. P. O., train 115, was wrecked near Silverton, Colo., at 6.20 p. m., derailing the mail car and partially overturning it. The clerk was not injured, however, and no mail was lost or damaged. Delayed thirty minutes.

April 3.—New York and Pittsburg R. P. O., train 12. A sudden application of the brakes caused the platform of one of the postal cars to give way at Edgewood Park, Pa., without resultant damage to the mail or injury to the clerks. Delayed about one hour.

April 3.—Sedalia and Denison R. P. O., train 4, was wrecked at Durant, Ind. T., at 4.06 a. m., by collision with a freight train which was only partly on a siding. The clerks and mail escaped injury. Delayed two hours and twelve minutes.

April 3.—Reno and Preston R. P. O., train 402, was derailed near Caledonia, Minn., about 9.35 a. m., without loss or damage to the mail or injury to the clerk. Delayed three hours and twenty-five minutes.

April 4.—St. Joseph and Oxford R. P. O., train 17, collided with a freight train at a railroad crossing at Endicott, Nebr., 5.30 p. m., but the clerks escaped injury and no damage to the mail resulted. Delayed six hours.

April 4.—Fulton and Grenada R. P. O., train 24, collided with a freight train near Jackson, Tenn., at 10 p. m. The clerk was not injured and there was but slight damage to the mail. Delayed ten hours.

April 5.—Cairo and New Orleans R. P. O., train 4, was wrecked in the yards at Memphis, Tenn., at 8 p. m., by colliding with cars on a side track, the accident being due to an open switch. No damage to the mail or injury to the clerks resulted. Delayed one hour and forty minutes.

April 5.—New York and Washington R. P. O., train 23, collided with a shifting engine on the Eastern Branch bridge, Washington, D. C., at 3.55 a. m., slightly damaging the postal car, but causing no injury to the clerks or mail. Delayed about one hour.

April 6.—Texarkana and El Paso R. P. O., train 2, collided with a train at Texarkana, Ark., at 7.23 p. m., the accident being caused by an open switch. The clerk escaped injury and there was no damage to the mail. Delayed twenty-five minutes.

April 6.—Cumberland and Elkins R. P. O., train 4, was wrecked by running into a rock slide near Albert, W. Va., at 4 p. m., derailing and slightly damaging the mail car. The clerk escaped injury and no mail was lost or damaged. Delayed five hours.

April 6.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 2. The engine was derailed near State Center, Iowa, at 3.05 a. m., without injury to the clerks or damage to the mail resulting. Delayed two hours and forty-five minutes.

April 7.—Salt Lake City and Uvada R. P. O., train 2. A broken rail caused an accident to this train near Nephi, Utah, at 9.30 p. m., but no injury to the clerk or damage to the mail followed. Delayed one hour and thirty minutes.

April 7.—Chicago and Council Bluffs R. P. O., train 12. The engine of this train was derailed at Union Pacific Transfer (n. o.), Iowa, at 8.05 p. m., but no injury to the clerks or damage or loss to the mail resulted. Delayed one hour and ten minutes.

April 7.—Ogden and San Francisco R. P. O., train 1, was wrecked near Wells, Nev., at 9.50 p. m., the accident being caused by the breaking of a wheel of the engine. The entire train was derailed. Two of the postal cars caught fire and were entirely consumed, a large portion of the mail being destroyed. Clerk M. J. Maloney was seriously, and Clerks John J. Burke, Leslie C. Dean, Carleton T. Bartlett, and Acting Clerk C. D. Lowe were slightly injured. Delayed sixteen hours.

April 7.—Quincy and Council Bluffs R. P. O., train 1, was wrecked near Bedison, Mo., at 5.20 p. m., by the derailment of the tender. There was no injury to the clerk or damage to the mail. Delayed one hour and twenty minutes.

April 7.—Kansas City and Lajunta R. P. O., train 4, was backed into by an engine at Kansas City, Mo., at 7 a. m., without resultant injury to the clerks or damage to the mail.

April 8.—San Jose and Los Angeles R. P. O., train 10, was derailed at Salinas, Cal., at 11.25 p. m., which was caused by the breaking of a wheel of the engine. No injury to the clerks or damage to the mail followed. Delayed nine hours and twenty-five minutes.

April 8.—St. Louis and Council Bluffs R. P. O., train 4-14, was wrecked between Imogene and Shenandoah, Iowa, about 7.15 p. m., by the derailment of the tender. No mail was lost or damaged and the clerks were not injured. Delayed fifty minutes.

April 8.—St. Paul and Havre R. P. O., train 8. The engine was derailed near Ada, Minn., at 10.05 p. m., causing a delay of six hours and fifteen minutes, but resulting in no injury to the clerks or mail.

April 8.—Chicago, Fort Madison and Kansas City R. P. O., train 8. While standing in the yards at Kansas City, Mo., at 7.40 a. m., the postal car was run into by a switch engine without following injury to the clerks or mail. Delayed two hours and forty minutes.

April 9.—Clerk C. J. Fowler, Cleveland, Hudson and Columbus R. P. O., while exchanging mail at Bangs, Ohio, was struck by a piece of coal, which had fallen from the tender and rebounded, and painfully injured.

April 10.—San Francisco, San Jose and Los Angeles R. P. O., train 9, was derailed between San Miguel and Bradley, Cal., about 1 a. m., the accident being caused by the breaking of a flange on a wheel of the engine. The mail, baggage, express cars, and four coaches were derailed and consumed by fire, which originated from a heater in the smoking car. The clerks escaped injury, and all first-class mail was saved. The mail equipment and all other mail (with the exception of one sack of paper mail) were destroyed. Delayed nine hours and thirty minutes.

April 10.—Chicago and St. Louis R. P. O., train 3, was wrecked near Cayuga, Ill., at 1.30 p. m., the accident being caused by spreading rails. The postal car was badly wrecked, and Clerks Ellis Miller, R. H. Maltimore, W. H. Castle, and George R. Dempsey slightly injured. There was no loss or damage to the mail. Delayed four hours and fifteen minutes.

April 10.—Sandusky and Peoria R. P. O.'s trains 2 and 3 collided on an open switch at Boswell, Ind., at 11.30 a. m. In the former train Clerk Speer was slightly injured and the mail damaged by oil. In the latter Clerk Brady was slightly injured and the mail car badly damaged.

April 10.—Galesburg and Havana R. P. O., train 2, was derailed near Cuba, Ill., at 2.40 p. m., without injury to the clerk or damage to the mail. Delayed one hour and ten minutes.

April 10.—St. Louis and Council Bluffs R. P. O., train 4-14, was wrecked at Wilcox, Mo., at 9.10 p. m., a misplaced switch causing the accident. The mail car was derailed and thrown into a ditch, but the clerks escaped injury, and no mail was lost or damaged. Delayed about twelve hours.

April 11.—Chadron and Casper R. P. O., train 6, was wrecked near Glenrock, Wyo., at 11 a. m., badly damaging the mail car, but causing no injury to the clerk or damage to the mail.

April 11.—Litchfield and Kampsville R. P. O., train 2, was derailed at Carlinville, Ill., at 5 p. m., without injury to the clerk or damage to the mail. Delayed four hours and thirty minutes.

April 11.—Grindstone City and Saginaw R. P. O., train 4, was derailed near Gardendale, Mich., at 6 p. m., but no injury to the clerk or mail resulted. Delayed seven hours.

April 12.—Newton and Galveston R. P. O., train 6, was derailed in the yards at Cleburne, Tex., at 7.40 p. m., damaging the mail car to such an extent as to compel its abandonment. No mail was damaged and the clerks escaped injury. Delayed two hours.

April 12.—Havre and Anaconda R. P. O., train 23, was wrecked between Boulder and Basin, Mont., about 9.20 p. m., the accident being caused by a rock slide. The mail car was damaged and abandoned. There was no injury to the clerk or mail. Delayed five hours.

April 14.—Quincy and Council Bluffs R. P. O., train 1, was wrecked near Novinger, Mo., at 10.05 a. m., by the derailment of a coach in the train. No mail was lost or damaged and the clerk was not injured. Delayed two hours and twenty-five minutes.

April 15.—Salina and Oakley R. P. O., train 83, was wrecked near Waldo, Kans., at 5.30 p. m., by the derailment of a freight car in the train. There was no following injury to the clerk or mail.

April 15.—Columbus and Gauley Bridge R. P. O., train 10, collided with a freight train at Columbus, Ohio, at 7.50 a. m., slightly injuring Substitute Clerk G. E. Newlon. No damage to the car or mail.

April 16.—Florence and Parrish R. P. O., train 2, collided with freight cars at Tuscumbia, Ala., at 8.35 p. m. Clerk G. W. McFall was slightly injured. No mail was lost or damaged. Delayed three hours.

April 16.—St. Louis, Louisiana and Kansas City R. P. O., train 12, was wrecked by collision with freight cars projecting from a siding at Odessa, Mo., at 10.30 p. m., without injury to the clerks or mail. Delayed three hours.

April 16.—Chicago and Evansville R. P. O., train 4, ran into an open switch and collided with a freight train at Momence Junction, Ill., at 4.35 a. m. There was no resultant injury to the clerks or damage to the mail. Delayed thirty minutes.

April 16.—Charlotte and Atlanta R. P. O., train 38, was wrecked at Richland, S. C., at 4.25 p. m., the accident being caused by an open switch. Both postal cars were derailed, but no injury to the clerks or damage to the mail followed. Delayed one hour and forty minutes.

April 17.—St. Paul and Des Moines R. P. O., train 5. The tender was derailed near Montgomery, Minn., at 6.35 a. m., causing a delay of three hours, without injury to the clerks or mail.

April 17.—Orin and Cheyenne R. P. O., train 65, was derailed near Glendo, Wyo., at 2.55 p. m., by the spreading of the rails. The clerk was not injured and there was no damage to the mail. Delayed two hours and thirty-five minutes.

April 17.—St. Louis and Texarkana R. P. O., train 51, ran into an open switch near Little Rock, Ark., at 1.57 a. m., and collided with freight cars. The mail car was derailed and partly overturned. The wreckage caught fire, but the mail car was saved from damage by the efforts of the fire department. No injury to the clerks or mail resulted.

April 17.—St. Louis and Texarkana R. P. O., train 56, was wrecked by a head-on collision with a freight train in the yards at Bismarck, Mo., at 7.03 a. m. The postal car was so badly damaged that it was left at the scene of the wreck. The clerks were not injured and no mail lost or damaged. Delayed fifty minutes.

April 17.—St. Louis and Monett R. P. O., train 5. The postal car of this train, while standing in the train shed at Union Station, St. Louis, Mo., was backed into by a train at 6.40 p. m. and badly damaged and abandoned. Clerk John B. Harris was seriously, and Clerks Joseph A. Muldoon and Frank M. Shriver slightly, injured. No mail was lost or damaged. Delayed fifty-five minutes.

April 18.—Council Bluffs and Kansas City R. P. O., train 23, was wrecked near Pacific Junction, Iowa, at 4.55 a. m., by collision with the rear end of a freight train. The clerks escaped injury and there was no damage to the mail. Delayed forty-five minutes.

April 18.—Oswego and Binghamton R. P. O., train 917. The postal car was so roughly handled at Binghamton, N. Y., that Clerk C. C. Darby, who was performing advance distribution in it, was seriously injured. There was no damage to the car or mail.

April 18.—Turkey River and West Union R. P. O., train 203, ran into a rock which had fallen on the track near Elkport, Iowa, at 10.10 a. m., without following injury to the clerk or mail. Delayed six hours and thirty minutes.

April 19.—Lyons and Williamsport R. P. O., train 3, collided with a freight train at Hammonds Station, Pa., at 7.20 p. m., without injury to the clerk or damage to the mail. Delayed about six hours.

April 19.—Lajunta and Albuquerque R. P. O., train 7, collided with a freight train at Galisteo, N. Mex., at 7.45 p. m., but no injury to the clerk or mail ensued. Delayed six hours.

April 19.—Cripple Creek and Canon City R. P. O., train 5, was wrecked by a head-on collision near Clonmel, Colo., at 6.50 a. m. The mail car caught fire, but the flames were extinguished without loss or damage to the mail. The clerk was slightly injured. Delayed about seven hours.

April 19.—Johnsonville and Savannah R. P. O. The steamer *Will J. Cummins*, of this line, struck a snag in the river near Clifton, Tenn., and sank. The clerk, mail, and equipment were saved.

April 20.—Lyons and Williamsport R. P. O., train 3, ran into a landslide near Cedar-run, Pa., at 8.51 p. m., without resultant injury to the clerk or mail. Delayed about thirteen hours.

April 20.—Cameron, St. Joseph and Kansas City R. P. O., train 25, was wrecked in the yards at Kansas City, Mo., at 4.12 p. m., by the derailment of a portion of the train, the accident being due to a defective switch. No mail was lost or damaged and the clerk escaped injury. Delayed one hour and forty-five minutes.

April 20.—Butte and Salt Lake City R. P. O., train 7. The engine was derailed near Silverbow, Mont., at 3.50 a. m., causing a delay of six hours, but without damage to the mail or injury to the clerk.

April 20.—Cumberland and Elkins R. P. O., train 4, ran into a rock slide near Shaw, W. Va., at 6 p. m., but the clerk escaped injury and there was no damage to the mail. Delayed three hours and thirty-five minutes.

April 21.—Texarkana and El Paso R. P. O., train 4. The breaking of an axle of the engine tender, near Mineola, Tex., at 10.35 p. m., caused a delay of eight hours and thirty-five minutes, but no damage to the mail or injury to the clerks ensued.

April 21.—Quincy and Council Bluffs R. P. O., train 6, was derailed at West Quincy, Mo., at 10.45 a. m., by running into an open switch. No damage to the mail followed and the clerk was not injured.

April 21.—Boston and Albany R. P. O., train 31, while being detoured over the Fitchburg division of Boston and Maine Railroad, ran into a landslide at Zoar, Mass., at 11 p. m. A portion of the train was derailed, without injury to the clerks or damage to the mail. Delayed sixteen hours.

April 22.—Cheyenne and Pocatello R. P. O., train 2, collided with empty freight cars in the yards at Laramie, Wyo., at 4.25 a. m., slightly damaging the postal car, but causing no injury to the clerks or mail. Delayed two hours.

April 22.—Kansas City and Colorado Springs R. P. O., train 10. The tender was derailed at Bala, Kans., at 5.15 a. m., without resultant injury to the clerks or damage to the mail. Delayed two hours and forty-five minutes.

April 22.—Peoria and Mason City R. P. O., train 6, was derailed between Wright and Fremont, Iowa, at 12 noon, without injury to the clerk or damage to the mail. Delayed one hour and ten minutes.

April 22.—Orangeville and Watsontown R. P. O., train 2. The engine was derailed near Turbotville, Pa., at 11 a. m., no injury to the mail or clerk resulting. Delayed seven hours and thirty minutes.

April 22.—St. Louis and Council Bluffs R. P. O., train 3, was wrecked near Malvern, Iowa, by the derailment of the tender, at 7.45 a. m. No mail was lost or damaged and the clerks were not injured.

April 23.—St. Louis and Council Bluffs R. P. O., train 4. The derailment of the tender near Schley, Mo., at 2 a. m., caused a delay of two hours and forty minutes, but resulted in no injury to the clerks or mail.

April 23.—Texarkana and Laredo R. P. O., train 3, was wrecked at Bracken, Tex., at 11.25 p. m., by running into an open switch. The entire train was derailed and the postal car completely wrecked. Clerk Eugene R. Keylich and Acting Clerk Eugene B. Steinle were severely injured. No mail was thought to be lost or destroyed. Delayed about three hours.

April 23.—Memphis and Weatherford R. P. O., train 3, was held up by train robbers at Bridge Junction (n. o.), Ark. (near Memphis, Tenn.), at 12.28 a. m. The express, baggage, and mail cars were detached and taken about one-half mile from the balance of the train. The express car was dynamited and robbed, but the mail car was not molested. Delayed twenty minutes.

April 23.—Orangeville and Watsontown R. P. O., train 2, was derailed near Rohrsburg, Pa., at 1.15 p. m., without damage to the mail or injury to the clerk. Delayed thirty minutes.

April 24.—Cairo and Gatesville R. P. O., train 3. A portion of this train was derailed at Camden, Ark., at 5.10 a. m., but no injury to the clerks or damage to the mail resulted. Delayed one hour and twenty-five minutes.

April 25.—Omaha and Ogden R. P. O., train 4, was derailed near Como, Wyo., at 11.48 a. m., without resultant injury to the clerk or mail. Delayed one hour.

April 26.—Denver and Fort Worth R. P. O., train 2, was wrecked by collision with a freight car near Farwell (n. o.), Tex., at 1.05 a. m., without ensuing damage to the car or mail or injury to the clerk. Delayed seven hours.

April 27.—Toledo and St. Louis R. P. O., train 5, collided with a freight train in the yards at Lafayette, Ind., at 8.28 p. m. This accident was a very severe one, some of the train men being killed and all of the postal clerks (ten in number) being slightly injured. A portion of the letter mail was damaged by fluid from broken fire grenades. Delayed forty-five minutes.

April 27.—Kane and Harrisburg R. P. O., train 6, collided with a freight train at Montandon, Pa., at 8.11 p. m., without damage to the mail or injury to the clerks. Delayed five hours.

April 27.—Newton and Galveston R. P. O., train 7, collided with the rear end of a freight train near Clifton, Tex., at 2.05 a. m., slightly damaging the mail car but causing no injury to the clerks or mail. Delayed two hours and thirty minutes.

April 28.—Chicago, Dubuque and Minneapolis R. P. O., train 5. The tender was derailed near Kenyon, Minn., at 12.40 p. m., causing a delay of about four hours without following injury to the clerks or mail.

April 28.—Amarillo and Pecos R. P. O., train 1, was wrecked near Canyon, Tex., at 3.50 a. m., by collision with freight cars. The mail car was slightly damaged, but no injury to the clerk or mail resulted. Delayed about six hours.

April 28.—Quincy and Council Bluffs R. P. O., train 1, was wrecked near Gilman City, Mo., at 1.55 p. m., by the derailment of a portion of the train. No mail was lost or damaged and the clerk was not injured. Delayed three hours and fifty minutes.

April 28.—Birmingham and Greenville R. P. O., train 38, was wrecked at West Point, Miss., at 10.25 p. m., by defective switch. No injury to the clerk or mail resulted. Delayed two hours.

April 28.—St. Louis and Council Bluffs R. P. O., train 4, was wrecked between Clyde and Stanberry, Mo., at 10.06 p. m., by the derailment of one of the cars in the train. A further accident was caused by the derailment of the tender near Eyona, Mo., at 11.25 p. m. No injury to the clerks or mail was caused in either case. Delayed twenty-five minutes and one hour, respectively.

April 29.—Albion and Wiscasset R. P. O., train 5. The engine and a portion of the train was derailed near Sheepscot, Me., at 4 p. m., the accident being caused by defective track. The clerk escaped injury and there was no damage to the mail. Delayed five hours.

April 29.—Monett and Paris R. P. O., train 2, was derailed near Talihina, Ind. T., at 10.20 p. m., by a cow on the track. The mail car was badly damaged and abandoned. No mail was lost or damaged and the clerk escaped injury. Delayed about seven hours.

April 29.—Sapulpa and Denison R. P. O., train 308. The tender was derailed near Lester, Ind. T., at 8.05 a. m., without resultant injury to the clerk or mail. Delayed about one hour and forty minutes.

April 30.—Chicago, Dubuque and Minneapolis R. P. O., train 5, was wrecked near Fredericksburg, Iowa, at 8.15 a. m., caused by the derailment of a portion of the train. The postal car was damaged and abandoned. No mail was lost or seriously damaged and the clerks were not injured. Delayed nine hours and forty minutes.

April 30.—Ogden and San Francisco R. P. O., train 2, was run into at the rear end by a special train, near Emigrant Gap, Cal., about 8 p. m. The mail car was damaged and abandoned. Clerk Eugene Morgan was painfully injured. No mail was lost or damaged. Delayed fifteen hours.

April 30.—Buffalo and Jamestown R. P. O., train 106, was derailed near Cherry Creek, N. Y., at 10.45 a. m. The postal car was overturned and badly wrecked. Clerk S. J. Bailey was severely injured. No mail was lost or damaged. Delayed five hours.

May 1.—Havre and Anaconda R. P. O., train 24, was wrecked near Benton, Mont., about 6 a. m., the track having been undermined by a washout. The clerk escaped injury and no loss or damage to the mail resulted. Delayed ten hours.

May 1.—Cheyenne and Denver R. P. O., train 3, collided with a freight train at Eaton, Colo., at 10.50 a. m., without resultant injury to the clerk or mail. Delayed one hour.

May 1.—Jackson and Mobile R. P. O., train 4, ran over a mule at Pinson, Tenn., 11.29 p. m., derailing a portion of the train. Clerks L. G. Murray and Chester C. Smith were painfully injured. No mail was lost or destroyed. Delayed eight hours and thirty minutes.

May 1.—St. Louis and Texarkana R. P. O., train 53, was wrecked near Malvern, Ark., at 4.30 p. m., caused by the switch not being locked. The postal car was derailed but the clerks suffered no serious injury. There was no loss or damage to the mail. Delayed about seven hours and thirty minutes.

May 2.—St. Louis and Jackson R. P. O., train 1, collided with a freight engine near Fort Jefferson, Ky., at 2.07 p. m., slightly injuring clerks S. H. Wilson and James C. Glasgow. No mail was lost or damaged. Delayed four hours.

May 2.—Kansas City and Lajunta R. P. O., train 8, collided with a freight car at Lawrence, Kans., at 6.40 a. m., without following injury to the clerks or damage to the mail. Delayed one hour and ten minutes.

May 3.—Biggs and Shaniko R. P. O., train 2, was derailed near Biggs (n. o.), Oreg., at 2 p. m., the accident being caused by a broken rail. The clerk and mail escaped injury. Delayed fifteen hours and thirty minutes.

May 3.—St. Louis and Council Bluffs R. P. O., train 14, was wrecked near McFall, Mo., at 2.28 a. m., by the derailment of the tender. No injury to the clerks or mail resulted.

May 4.—Davenport and Leavenworth R. P. O., train 11, ran into a herd of cattle near Unionville, Iowa, at 3.10 a. m., slightly injuring Clerk Orlando B. Helmer. No loss or damage to the mail resulted.

May 6.—McPherson and Eldorado R. P. O., train 457, was wrecked near Newton, Kans., at 9.45 a. m., by the breaking of an axle of the engine. No mail was lost or damaged and the clerk was not injured. Delayed four hours and forty-five minutes.

May 6.—Stevens Point and Portage R. P. O., train 101, was wrecked near Plover, Wis., at 8.10 p. m. The bridge over the Buena Vista Creek had burned and the engine and mail car plunged into the creek. Clerk Charles C. Dow was painfully injured. There was no loss or damage to the mail. Delayed about eight hours.

May 7.—Wheeling and Chicago R. P. O. While the car was being switched in the yards at Chicago, Ohio, about 10.30 p. m., it collided with a freight car and Clerk J. P. Love severely injured.

May 7.—Little Rock and Alexandria R. P. O., train 221, was wrecked at Gallion, La., at 5.13 p. m., the accident being caused by an open switch, allowing the train to run on a side track and collide with a freight train. The mail car was disabled and abandoned. A portion of the mail was damaged by oil but none lost. The clerk was not injured. Delayed about one hour and forty-five minutes.

May 7.—Cassius L. Keep, Pittsburg and Washington R. P. O., train 151, was severely injured while attempting to catch pouch at Crafton, Pa.

May 8.—Louisville and Fulton R. P. O., train 102, was wrecked while running at a very high rate of speed and while on a curve and embankment at Kuttawa, Ky., 12.35 p. m., the accident being caused by the breaking of a flange on a wheel of the engine. The express and mail cars telescoped, the former being nearly submerged in a small lake. The wreck caught fire and several cars, including the mail car, were consumed. All the mail (with the exception of a few pieces) and the mail equipment were destroyed. Clerk C. W. Young was seriously injured.

May 8.—Ogden and San Francisco R. P. O., train 6, was derailed at Promontory, Utah, about 6 a. m., without resultant injury to the clerks or damage to the mail. Delayed two hours.

May 8.—Chicago, Dubuque and Minneapolis R. P. O., train 5, ran into a landslide at Winston, Ill., about 1.10 a. m. A portion of the train was derailed without loss or damage to the mail. Clerk H. R. Culley was slightly injured. Delayed ten hours.

May 8.—Columbia and Augusta R. P. O., train 135, was wrecked near Vancluse, S. C., at 7 a. m., the accident being caused by the derailment of a freight car in the train. The mail car was demolished and Clerk L. J. Courtney received injuries from which he died in about eight hours. No mail was lost or damaged. Delayed twelve hours.

May 9.—Elroy and Tracy R. P. O., train 3. The engine was derailed near Eesig, Minn., about 2.30 p. m., without following injury to the clerks or damage to the mail. Delayed one hour and thirty minutes.

May 9.—Chicago, Freeport and Dubuque R. P. O., train 31, was derailed by a broken rail at Galena, Ill., at 8.30 p. m., resulting in such damage to the postal car as to compel its abandonment. The clerks and mail escaped injury.

May 9.—Kansas City and Siloam Springs R. P. O., train 4, was wrecked at Belt Junction (n. o.), Mo., at 6.25 a. m., by the derailment of a sleeping car. The clerk was not injured and there was no loss or damage to the mail. Delayed fifty-five minutes.

May 10.—Orangeville and Watertown R. P. O., train 1, was derailed at Millville Junction (n. o.), Pa., at 7.15 a. m., without resultant injury to the clerk or damage to the mail. Delayed three hours and thirty minutes.

May 10.—Jefferson City and Bagnell R. P. O., train 153, was delayed near Russellville, Mo., about 9.30 a. m., by the disabling of the engine and again near Aurora Springs at 10.35 a. m., by the derailment of a freight car in the train. No mail was lost or damaged and the clerk escaped injury.

May 10.—Ord and Grand Island R. P. O., train 82, was derailed near St. Libory, Nebr., at 10.25 a. m., while running at a very high rate of speed, but fortunately the clerk escaped injury and no damage to the mail resulted. Delayed one hour and ten minutes.

May 11.—Brainerd and Morris R. P. O., train 101, was wrecked near Sauk Center, Minn., at 12.30 p. m., by the derailment of a portion of the train. The clerk was not injured and there was no loss or damage to the mail. Delayed twenty hours.

May 11.—Chicago, Fort Madison and Kansas City R. P. O., train 1, was derailed at Joliet, Ill., at 11 p. m., without injury to the clerks or mail. Delayed four hours and fifteen minutes.

May 11.—St. Louis and Council Bluffs R. P. O., train 3, was wrecked at Malvern, Iowa, at 7.50 a. m., by the derailment of the tender. The clerks were not injured, and there was no loss or damage to the mail. Delayed forty minutes.

May 13.—Cairo and New Orleans R. P. O., train 1, was wrecked near Hazlehurst, Miss., at 4.50 a. m., the accident being caused by the spreading of the rails. The postal car was thrown down an embankment, broken in two, and totally demolished.

Clerk C. E. Rose was killed; Clerk M. R. Stathem was seriously, and M. L. White-side slightly, injured. A small quantity of mail was damaged, but none was supposed to have been lost. Mail was delayed from twelve to thirty-six hours.

May 14.—Florence and Ellinwood R. P. O., train 335, was wrecked near Canton, Kans., at 4.30 p. m., by the breaking of a wheel of the tender. No mail was lost or damaged and the clerk escaped injury. Delayed one hour and forty-five minutes.

May 14.—Chadron and Casper R. P. O., train 6, was wrecked by a defective switch at Careyhurst, Wyo., 12.30 p. m., without resultant injury to the clerk or damage to the mail. Delayed one hour.

May 15.—Ashfork and Los Angeles R. P. O., train 2. The mail car collided with freight cars on a siding at Lavic (n. o.), Cal., slightly damaging it but causing no injury to the clerks or mail. Delayed about four hours.

May 15.—Seattle and Portland R. P. O., train 2, was wrecked near Chehalis, Wash., at 5.20 p. m., caused by a freight train backing into it. No injury to the clerk or damage to the mail followed. Delayed one hour and fifty minutes.

May 15.—Lenoir and Lancaster R. P. O., train 16, was wrecked near Catawba, S. C., at 4.50 p. m., the cause of the accident being unknown. No injury to the clerk or mail resulted. Delayed two hours.

May 15.—Moseley Junction and Farmville R. P. O., train 2, was derailed at Farmville, Va., at 5.05 p. m., without following injury to the clerk or mail. Delayed two hours.

May 16.—Knoxville and Marietta R. P. O., train 2, was wrecked near Woodstock, Ga., about 9.50 a. m., by the breaking of an axle of the tender. There was no following injury to the clerk or damage to the mail. Delayed six hours.

May 17.—Washington and Hinton R. P. O., train 4, was derailed at Tuckahoe, W. Va., at 7.10 a. m., the accident being due to an open switch. The clerks were not injured and there was no loss or damage to the mail. Delayed forty minutes.

May 17.—St. Louis and Texarkana R. P. O., train 55. A portion of the train was derailed by an open switch at Vulcan Switch (n. o.), Mo., at 1.15 a. m., but no damage to the postal cars or mail or injury to the clerks followed. Delayed about fifty minutes.

May 17.—Loudonville and Coshocton R. P. O., train 432, was wrecked at Brinkhaven, Ohio, at 8 a. m., by a freight train backing into the rear end of the train. The mail car was damaged and Clerk Ezra McConnell seriously injured. There was no loss or damage to the mail.

May 17.—St. Louis and Council Bluffs R. P. O., train 2 (short run), was wrecked by collision with a hand car near Gallatin, Mo., at 7.55 a. m., without injury to the clerk or damage to the mail.

May 17.—Cheyenne and Denver R. P. O., train 2, collided with a switch engine in the yards at Cheyenne, Wyo., at 6.45 a. m., but no loss or damage to the mail or injury to the clerk resulted.

May 21.—Hamlet and Jacksonville R. P. O., train 31, was wrecked at North, S. C., at 2 p. m., by running into a washout. The mail car was overturned, but Clerk L. M. Hulme escaped with slight injuries. A portion of the mail was damaged by water, but none lost or destroyed. Delayed twelve hours.

May 21.—Pueblo and Silverton R. P. O., train 115, was wrecked at Lima, Colo., 1.05 a. m., by the collapsing of a bridge while the train was passing. The mail car landed on the bank of a river, one end of it being demolished and a portion of the mail damaged by water and mud, but none lost. Clerk Snorf, who was injured, has been commended for his conduct, his injuries having been caused in his efforts to protect the mail from loss and damage.

May 21.—Little Rock and Alexandria R. P. O., train 222, was derailed near Fairfield, Ark., at 5.15 p. m., by running over a cow. No damage to the car or mail or injury to the clerk resulted. Delayed one hour.

May 21.—Orangeville and Watsonstown R. P. O., train 1, was derailed near Rohrsburg, Pa., at 7 a. m., the accident being due to defective roadbed. There was no resultant injury to the clerk or mail. Delayed five hours and fifty minutes.

May 21.—G. B. Learned, Jacksonville and Pensacola R. P. O., train 3, was injured at Oscar, Fla., while attempting to catch pouch.

May 22.—Chicago and West Liberty R. P. O., train 2, was run into by an express train at Wyand, Ill., at 9.40 a. m. The letter cases were torn from their positions and the contents scattered about the car, but no mail was lost or damaged. Clerks Fred W. Bristol, Frank H. Kincaid, and James M. Bryant were slightly injured. Delayed three hours and thirty minutes.

May 23.—St. Louis and Kansas City R. P. O., train 1, was wrecked at Belt Line Crossing, Kansas City, Mo., at 5.13 p. m., a freight train colliding with the rear end of the train. The clerk escaped injury and no mail was lost or damaged.

May 23.—Shreveport and Houston R. P. O., train 2, was wrecked by spreading of the rails at East River Switch (n. o.), Texas, 7.15 a. m. The entire train with the exception of the engine was derailed without resultant injury to the clerk or loss or damage to the mail. Delayed three hours and fifty minutes.

May 24.—Portland and San Francisco R. P. O., train 12, was wrecked by a broken switch at Eugene, Oreg., at 2.08 p. m., but no injury to the clerk or mail followed. Delayed two hours and thirty minutes.

May 25.—Quincy and Council Bluffs R. P. O., train 1, was wrecked and derailed near Stahl, Mo., at 10.30 a. m., without resultant injury to the clerks. Delayed eight hours and fifteen minutes.

May 26.—Wilkesbarre, Ricketts and Towanda R. P. O., train 504, was derailed near Ricketts, Pa., at 9.35 a. m., slightly damaging the mail car, but causing no damage to the mail or injury to the clerk. Delayed about four hours.

May 27.—Julesburg and Denver R. P. O., train 10, was wrecked at Platteville, Colo., at 1.20 p. m., the accident being caused by a broken rail. No mail was lost or damaged and the clerk escaped injury. Delayed fifty minutes.

May 29.—New Orleans and Houston R. P. O., train 8. The derailment of the tender near New Iberia, La., at 4.30 a. m., caused a delay of two hours without following injury to the clerks or mail.

May 29.—New York and Gladstone R. P. O., train 308, was derailed by a misplaced switch near Summit, N. J., at 4.30 p. m., slightly damaging the mail car, but resulting in no injury to the clerk or mail. Delayed about four hours.

May 29.—Spokane and Seattle R. P. O., train 14, was derailed and wrecked near Ephrata, Wash., at 6.45 p. m. The mail car was damaged, but no injury to the clerk or mail followed. Delayed fifteen hours and forty-five minutes.

May 29.—St. Louis and Texarkana R. P. O., train 56, was wrecked near Oak Hill Junction (n. o.), Mo., at 7 a. m., the accident being caused by the train running over a cow. The mail cars were derailed, damaged, and abandoned. There was no loss or injury to the mail. Clerk Lowell C. Matthes was severely injured. Delayed three hours and thirty minutes.

May 30.—New York, Geneva and Buffalo R. P. O., train 57, was wrecked at L. & B. Junction, Pa., at 9.40 a. m., by a misplaced switch. The mail car was damaged and abandoned, but the clerks and mail escaped injury. Delayed two hours.

May 30.—East Radford and Norton R. P. O., train 16, was derailed near Castlewood, Va., at 2.38 p. m., and the mail car badly damaged. No injury to the clerk or mail followed. Delayed ten hours and ten minutes.

May 31.—Campbell and Caruthersville R. P. O., train 3, was wrecked in the yards at Campbell, Mo., at 6 p. m., the accident being due to an open switch. No mail was lost or damaged and the clerk was not injured.

May 31.—Peoria and Mason City R. P. O., train 6, was derailed between Newburg and Grinnell, Iowa, at 10.25 a. m. without following damage to the mail or injury to the clerk. Delayed three hours.

June 1.—Northport and Spokane R. P. O., train 31, was wrecked near Deerpark, Wash., at 6.40 p. m., the accident being caused by sand which had been washed upon the tracks. The mail car was badly wrecked, but the clerks escaped injury. No mail was lost. Delayed six hours and twenty-five minutes.

June 1.—Jacksonville and Miami R. P. O., train 78, was wrecked near Oak Hill, Fla., at 2 p. m., by the derailment of the tender. No injury to the clerk, mail, or car followed. Delayed ten hours and thirty minutes.

June 4.—Chicago and West Liberty R. P. O., train 4, collided with a switch engine in the yards at East Moline, Ill., 12.21 a. m. The mail was scattered about the car, but none lost or damaged. Clerks F. E. Thomas, John F. Dabney, Augustine Rear-don, and John W. Parsons were slightly injured. Delayed three hours and forty-four minutes.

June 4.—Dubuque and Sioux City R. P. O., train 1, was wrecked in the yards at Dubuque, Iowa, at 10.40 p. m., the accident being caused by the train running into an open switch. The clerks escaped injury, and no damage to the mail resulted. Delayed fifty-three minutes.

June 4.—Kansas City and Denver R. P. O., train 1, was wrecked near Wakeeny, Kans., at 1.15 p. m., by the derailment of the engine. No mail was lost or damaged, and the clerks were not injured.

June 4.—Atlanta and Brunswick R. P. O., train 9, carrying Atlanta and Fort Valley R. P. O., train 22, was wrecked in the yards at Atlanta, Ga., about 11 a. m., the accident being caused by a switch engine coming out of a side track and striking the train. This casualty was a very severe one, a number of passengers being killed or seriously injured. Clerk R. S. Egelston of the latter line was severely injured. No mail was lost, damaged, or destroyed. Delayed about two hours.

June 4.—Camak and Macon R. P. O., train 71, was wrecked near Warrenton, Ga., about 9.30 a. m., by the derailment of the tender. No injury to the clerk or mail resulted. Delayed six hours and thirty minutes.

June 5.—Albert Lea and Burlington R. P. O., train 6, collided with a freight car standing on the main track near Cedar Rapids, Iowa, at 3.10 a. m. The postal car was wrecked, but no mail was lost, a portion of it being damaged by oil from the lamps. Clerks Charles D. Howe, Benjamin F. Peisch, and Substitute Clerk C. H. Cartwright were slightly injured. Delayed three hours.

June 5.—Kansas City and Siloam Springs R. P. O., train 3, was wrecked at Noel, Mo., 6.05 a. m., the accident being due to gravel being washed on the track. The mail car was derailed and overturned, but no mail lost, a portion being damaged by rain. The clerk escaped injury. Delayed about five hours.

June 6.—Memphis and New Orleans R. P. O.'s, trains 24 and 5, collided head on near Redwood, Miss., at 8.10 a. m. A large quantity of mail was damaged by water, but none was lost. Clerk W. J. Harvey, of the latter train, was seriously, and Clerk E. W. Wright, of the former train, slightly injured. Delayed about ten hours.

June 6.—Kansas City and Caldwell R. P. O., train 38, was wrecked by the derailment of the engine at Latimer, Kans., 4.28 p. m. There was no following damage to the mail or injury to the clerk.

June 6.—Birmingham and Greenville R. P. O., train 38, was wrecked near Greenwood, Miss., at 6.20 p. m., by the breaking down of a freight car in the train. The mail car was badly wrecked and a portion of the mail damaged by oil and water. The clerk escaped injury. Delayed twelve hours.

June 6.—Sapulpa and Denison R. P. O., train 307, was delayed about one hour near Oakman, Ind. T., at 7.55 p. m., by the derailment of the tender. The clerk and mail escaped injury.

June 8.—Cheyenne and Pocatello R. P. O., train 2, was wrecked at Como (n. o.), Wyo., at 2 a. m., by the derailment of the tender. The postal car was thrown into a ditch and badly wrecked, but no injury to the clerks or damage to the mail resulted.

June 8.—Benton Harbor and Indianapolis R. P. O., train 25, collided with an express train at Jonesboro, Ind., at 6 p. m., without resultant damage to the car or mail. Clerk J. W. Lyons jumped from the car and was slightly injured. Delayed three hours and thirty minutes.

June 8.—Dunkirk and Titusville R. P. O., train 4, was derailed and thrown down an embankment at Fort Hill Bridge, N. Y., at 6.50 p. m., slightly damaging the mail car, but causing no injury to the clerk or mail. Delayed two hours.

June 8.—Monett and Ellsworth R. P. O., train 108, was wrecked near Severy, Kans., about 3.45 p. m., by the derailment of a portion of the train. Two cars in the train were destroyed by fire, but there was no loss or damage to the mail. The clerks escaped injury.

June 8.—Weldon and Kinston R. P. O., train 51, was derailed at Greenville, N. C., at 6.57 p. m., slightly damaging the mail car, but causing no injury to the clerk or mail. Delayed seven hours.

June 9.—Chicago, Dubuque and Minneapolis R. P. O., train 5, was wrecked by spreading rails near New Hampton, Iowa, at 7.30 a. m. The mail car was overturned, but no mail was lost or badly damaged. Clerk B. G. Bowen was slightly injured. Delayed about nine hours.

June 10.—Cincinnati and Nashville R. P. O., train 3, was wrecked near Colesburg, Ky., at 4 a. m., by collision with an engine. The postal car was telescoped by the baggage car and demolished. No mail was lost and but a small portion damaged. Clerks R. L. Hargrove, T. W. Johnson, and J. C. Shipley were seriously injured. Delayed seven hours.

June 10.—Hazleton and Sunbury R. P. O., train 30, was derailed near Mifflin Cross Roads, Pa., at 11.05 a. m., without injury to the clerk or damage to the car or mail. Delayed one hour and thirty minutes.

June 10.—Marion and Council Bluffs R. P. O., train 4, was delayed one hour between Dedham and Coon Rapids, Iowa, at 9.05 a. m., by the derailment of the baggage car. The clerks escaped injury, and no damage to the mail followed.

June 10.—Nashville and Montgomery R. P. O., train 4, was derailed near Montgomery, Ala., about 7 p. m. The postal car was so badly damaged as to cause its abandonment. No injury to the clerks or mail resulted. Delayed one hour.

June 11.—Portland and Nazareth R. P. O., train 3, was wrecked by spreading of the rails at East Bangor, Pa., at 11.15 a. m. The mail car was badly wrecked and a portion of the mail damaged by oil from the lamps. The clerk was not injured. Delayed fifty minutes.

June 11.—Florence and Ellinwood R. P. O., train 336, was wrecked in the yards

at Ellinwood, Kans., at 9.16 a. m., by collision with a freight train. No mail was lost or damaged, and the clerk was not injured. Delayed one hour and fifty-five minutes.

June 11.—St. Louis and Texarkana R. P. O., train 55, was wrecked by spreading of the rails near Gifford, Ark., at 11.20 a. m., resulting in the derailment of the mail cars, but causing no injury to the clerks or damage to the mail. Delayed two hours.

June 11.—Salisbury and Knoxville R. P. O., train 35, was wrecked at 3.20 a. m., at Talbott, Tenn., by the breaking of a wheel of the engine. The mail car was slightly damaged, but no injury to the clerk or mail resulted. Delayed three hours.

June 12.—Capitan and El Paso R. P. O., train 2, was wrecked between Walnut and Carrizozo, N. Mex., at 8.30 a. m., by the breaking of a wheel of a coal car in the train. The clerks escaped injury, and there was no loss or damage to the mail. Delayed seven hours and twenty minutes.

June 12.—Duluth and Grand Forks R. P. O., train 13, was wrecked by collision with a freight train between Duluth, Minn., and West Superior, Wis., about 8 a. m., damaging the mail car and a portion of the mail. Clerk A. P. Kirsch was slightly injured. Delayed four hours and forty minutes.

June 12.—Albuquerque and Ashfork R. P. O., train 7. The destruction of the express car by fire near Navajo, Ariz., about 5.45 a. m., caused a delay of four hours and fifteen minutes, no damage to the car or mail or injury to the clerks following.

June 12.—Poplarbluff and Helena R. P. O., train 101, was wrecked by collision with an engine at Forrest City, Ark., at 11.38 a. m., without resultant injury to the clerk or mail. Delayed six hours.

June 12.—St. Louis and Council Bluffs R. P. O., train 3, was wrecked near Malvern, Iowa, about 7.15 a. m., by the derailment of the tender. The clerks escaped injury, and no mail was lost or damaged.

June 12.—Cedar Rapids and Sioux Falls R. P. O., train 608, was wrecked near Graettinger, Iowa, at 6.30 p. m., the accident being caused by the engine breaking through a bridge and plunging into the Des Moines River. The clerks were not injured, and no damage to the mail resulted. Delayed four hours and fifty minutes.

June 13.—Orin and Cheyenne R. P. O., train 66, was derailed near Uva, Wyo., at 6.25 p. m., without resultant injury to the clerk or damage to the mail. Delayed twenty-five minutes.

June 13.—San Francisco and Santa Cruz R. P. O., train 101, was wrecked near Felton, Cal., at 2.07 p. m., by the derailment of the tender. The mail car was badly damaged and abandoned. No injury to the clerk or mail resulted. Delayed three hours and thirty minutes.

June 13.—Albert Lea and Burlington R. P. O., train 3, collided with an engine near Burlington, Iowa, at 8.35 a. m. No damage to the mail or injury to the clerk followed. Delayed five hours.

June 14.—Omaha and Ogden R. P. O., train 6, while running at a very high rate of speed, was derailed near Evanston, Wyo., at 11.07 a. m., without, however, any injury to the clerks or damage to the mail resulting. Delayed about one hour and thirty minutes.

June 14.—New Orleans and Houston R. P. O., train 8, was wrecked at Houston, Tex., at 8.30 p. m., the accident being caused by a split switch. No damage to the mail or injury to the clerk followed. Delayed four hours and thirty minutes.

June 16.—Hamlet and Atlanta R. P. O., train 34, was wrecked by a washout near Rockingham, N. C., at 10.30 p. m. A portion of the train was thrown down an embankment into a pond of water, but the mail car, mail, and clerk escaped injury. Delayed nine hours.

June 17.—Bastrop and Natchez R. P. O., train 1, was wrecked near Bastrop, La., at 2 p. m., without damage to the car or mail or injury to the clerk. Delayed nineteen hours and thirty minutes.

June 17.—Salina and McPherson R. P. O., train 73, was delayed about one hour near Salina, Kans., at 10.30 a. m., by the derailment of a freight car in the train. No mail was lost or damaged, and the clerk was not injured.

June 18.—Albert Lea and Burlington R. P. O., train 6, was wrecked near Cedar-falls, Iowa, at 1.30 a. m., by the breaking of a wheel of a car in the train. The clerks escaped injury and there was no loss or damage to the mail. Delayed six hours.

June 18.—Kansas City and Siloam Springs R. P. O., train 4, was wrecked in a head-on collision near Belt Junction (n. o.), Mo., at 6.45 a. m. The mail car was telescoped by the tender and demolished. Clerk Joseph M. Gentry was seriously injured. There was no loss to the mail. Delayed about ten hours.

June 18.—Burlington and Ogdensburg R. P. O., train 55, was derailed at Irona, N. Y., at 8.55 a. m., without following injury to the clerk or damage to the mail. Delayed seven hours.

June 18.—Shreveport and McKinney R. P. O., train 2, collided with a switch engine in the yards at Greenville, Tex., at 1.40 p. m., damaging the mail car, but causing no injury to the clerk or mail.

June 18.—San Francisco and Pacific Grove R. P. O., train 3, collided with an engine in the yards at San Jose, Cal. No damage to the car, mail, or clerk followed. Delayed one hour and fifteen minutes.

June 19.—Lincoln and Billings R. P. O., train 42, was derailed near Gillette, Wyo., at 12 noon. The postal car was thrown into a ditch, overturned, and badly wrecked. Clerks George M. Tinker and Clarence A. Henning were severely bruised. There was slight damage to the mail, but none was lost or destroyed. Delayed sixteen hours and twenty minutes.

June 19.—San Luis Obispo and Los Olivos R. P. O., train 1, was derailed near Arroyo Grande, Cal., at 10.55 a. m., without injury to the clerk or damage to the mail. Delayed two hours and fifteen minutes.

June 20.—Spartanburg and Augusta R. P. O., train 1, was wrecked near Spartanburg, S. C., at 3.30 p. m., from an unknown cause. The mail car was overturned and badly wrecked. Clerk W. B. Nance was severely injured. No mail lost, damaged, or destroyed. Delayed five hours.

June 20.—Spirit Lake and Des Moines R. P. O., train 31. The derailment of the tender near Spencer, Iowa, at 3 p. m., caused a delay of one hour, but without damage to the mail or injury to the clerk.

June 20.—Montauk and New York R. P. O., train 12, was derailed at Long Island City, N. Y., at 5.25 p. m., without injury to the clerk or damage to the mail.

June 20.—Kansas City and Lajunta R. P. O., train 6, was wrecked near Florence, Kans., at 2.45 p. m., the accident being caused by removal of rails from the track by section men and failure of flagman to signal the train. The mail car was derailed and a portion of the mail damaged by oil from the lamps. No mail was lost, and the clerks escaped injury. Delayed about three hours.

June 21.—St. Louis and Council Bluffs R. P. O., train 3, was wrecked by spreading of the rails near Strahan, Iowa, at 6.45 a. m. The entire train was derailed, but the clerks suffered no injury, and there was no loss or damage to the mail. Delayed five hours and twenty minutes.

June 22.—Austin and Albia R. P. O., train 2. The engine of this train was derailed near Marshalltown, Iowa, at 5.50 p. m., causing a delay of one hour and forty minutes, but without resultant damage to the mail or injury to the clerks.

June 22.—Denver and Grand Junction R. P. O., train 5, was wrecked near Eagle, Colo., at 7.45 p. m., by the breaking of an axle of a sleeping car. No mail was lost or damaged, and the clerk escaped injury. Delayed seven hours and twenty-five minutes.

June 22.—Ashboro and Aberdeen R. P. O., train 42, was derailed near Erthen, N. C., at 1.40 p. m., without damage to the car or mail or injury to the clerk. Delayed six hours and twenty-five minutes.

June 22.—Birmingham and Memphis R. P. O., train 5, was wrecked near Winfield, Ala., at 1.17 p. m., the cause of the wreck being unknown. The mail car was derailed, overturned, and Clerk M. H. Palmer painfully injured. A portion of the mail was slightly damaged by oil, but none lost. Delayed six hours and thirty minutes.

June 24.—Bedford and Switz City R. P. O., train 69, was derailed near Koleen, Ind., at 10 a. m., by the breaking of a wheel of a car in the train. The mail and clerk escaped injury. Delayed one hour and thirty minutes.

June 24.—Cleveland, Youngstown and Pittsburg R. P. O., train 23, was derailed at Monaca, Pa., at 3.05 p. m. The mail car was badly wrecked, but no mail reported lost or damaged. Clerk O. E. Reed was seriously scalded, and Clerk R. L. Martin slightly injured.

June 25.—St. Louis and Texarkana R. P. O., train 55, while running at full speed, struck two cows at Beebe, Ark., at 6.13 a. m., derailing almost the entire train and badly wrecking two postal cars. Clerks W. W. Seybolt, Butler Campfield, and Matthias E. Simms were seriously injured. It is thought all mail was recovered. Delayed about eighteen hours.

June 25.—Chicago and Minneapolis R. P. O., train 22, was derailed at Portage, Wis., at 7.30 a. m. The whole train left the track, and the mail car was overturned and considerably damaged. There was slight damage to the mail, but none was lost. The clerk escaped injury. Delayed three hours and eighteen minutes.

June 27.—Denver and Fort Worth R. P. O., train 2. A portion of this train was derailed near Barela, Colo., at 8.30 p. m., the accident being caused by running into a herd of cattle. There was no damage to the mail or injury to the clerk. Delayed eight hours.

June 29.—La Porte and Hartley Hall R. P. O., train 12. Substitute Clerk Frank L. Hesser fell from the car while the train was approaching Hughesville, Pa., and was severely injured.

June 30.—Chicago and Minneapolis R. P. O., train 57. The derailment of the tender near Franksville, Wis., about 11.50 p. m., caused a delay of about two hours, but resulted in no damage to the mail or injury to the clerks.

Number of casualties	825	Seriously injured	63
Killed	7	Slightly injured	229

R. A. Lucas, injured August 5, 1900; died August 12, 1900.

George M. Corson, killed October 30, 1900.

Substitute Clerk Mark P. McFarland, killed November 2, 1900.

Eli A. Torpy, killed January 12, 1901.

Milton S. Thompson, killed February 28, 1901.

L. J. Courtney, killed May 8, 1901.

C. E. Rose, killed May 13, 1901.

REPORT

OF THE

SUPERINTENDENT OF FOREIGN MAILS

FOR THE

FISCAL YEAR ENDED JUNE 30, 1901.

REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 24, 1901.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1901.

From Statement A, immediately following, showing the weights of the mails dispatched by sea to foreign countries and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards.....	492,720,559	= 1,086,448
Other articles.....	3,679,131,873	= 8,112,485
Total		9,198,933

Of the foregoing, the mails for trans-Atlantic destinations comprised:

	Grams.	Pounds.	Per cent.
Letters and post cards.....	388,426,168	= 856,479, or 79	
Other articles.....	2,300,845,558	= 5,073,364, or 63	
Total		5,929,843	

Of the trans-Atlantic mails, the mails for Great Britain, Germany, and France, with all of which countries we have direct steamship communication, were made up as follows:

	Grams.	Pounds.	Per cent.
For Great Britain:			
Letters and post cards	135,999,755	= 299,879, or 35.01	
Other articles	951,521,134	= 2,098,104, or 41.35	
Total for Great Britain		2,397,983	
For Germany:			
Letters and post cards	65,805,513	= 145,101, or 16.82	
Other articles	453,847,457	= 1,000,734, or 19.73	
Total for Germany		1,145,835	
For France:			
Letters and post cards	30,421,733	= 67,080, or 7.83	
Other articles	207,001,856	= 456,439, or 9.00	
Total for France.....		523,519	

The weights of the mails for all trans-Atlantic destinations other than Great Britain, Germany, and France were:

	Grams.	Pounds.	Per cent.
Letters and post cards	156,199,167	= 344,419, or 40.21	
Other articles.....	688,475,111	= 1,518,087, or 29.92	
Total for trans-Atlantic destinations other than Great Britain, Germany, and France.....		1,862,506	

A.—Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1901.

[Where the percentage is not stated, it was ascertained, as regards the letter mails, to be less than one-half of 1 per cent.]

TRANS-ATLANTIC SERVICE.

Countries.	Letters and post cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
Great Britain	135,999,755	35.01	951,521,134	41.35
Germany	65,805,513	16.94	453,847,457	19.72
Italy	39,747,224	10.23	80,831,213	3.51
Austria	30,841,784	7.94	84,647,158	3.68
France	30,421,733	7.83	207,001,856	9.00
Russia	21,485,337	5.53	63,774,516	2.77
Sweden	17,974,745	4.63	103,994,562	4.52
Norway	9,890,555	2.54	50,339,676	2.19
Switzerland	6,541,730	1.68	52,681,105	2.29
Netherlands	5,533,468	1.42	32,681,038	1.42
Denmark	5,033,385	1.30	27,972,138	1.22
Belgium	4,423,555	1.14	32,056,165	1.39
Turkey	3,499,525	.90	20,600,307	.90
Spain	3,373,439	.87	26,163,175	1.13
South Africa	2,741,080	.71	46,595,790	2.08
India	2,173,395	.56	56,925,305	2.47
Azores	1,284,845	.....	1,725,985	.....
Greece	914,660	.....	2,904,523	.....
Portugal	740,740	.....	4,632,455	.....
Total	383,426,168	.....	2,300,845,568	.....
	= lbs. 856,479		= lbs. 5,073,364	

MISCELLANEOUS AND TRANS-PACIFIC SERVICE.

WEST INDIES.				
Porto Rico	6,236,893	5.98	88,712,480	6.44
From Porto Rico	2,470,293	2.87	3,107,591	.....
Other West India Islands	2,890,148	2.77	43,349,720	3.15
Jamaica	2,062,615	1.96	28,010,603	2.03
Cuba	1,968,270	1.89	15,388,882	1.12
Bermuda	1,682,775	1.47	15,213,955	1.11
Bahamas	371,239	.84	10,086,743	.78
Haiti	750,495	.72	9,768,640	.71
San Domingo	608,540	.58	7,942,780	.58
Turks Islands	61,930	.....	1,606,335	.....
CANADA AND MEXICO.				
Nova Scotia	10,571,815	10.14	69,007,163	5.03
Newfoundland	179,425	.....	3,149,767	.....
British Columbia	138,533	.....	4,074	.....
St. Pierre and Miquelon	69,351	.....	784,840	.....
Mexico	930,407	.89	14,524,941	1.06
CENTRAL AMERICA.				
Costa Rica	1,951,012	1.87	32,547,530	2.58
Nicaragua	1,345,401	1.29	22,597,609	1.72
Guatemala	1,292,263	1.24	23,646,376	1.72
Republic of Honduras	955,461	.92	17,585,298	1.28
Salvador	905,289	.87	17,459,044	1.27
British Honduras	628,004	.60	6,514,257	.....
SOUTH AMERICA.				
Colombia	2,586,043	2.48	42,501,000	3.09
Peru	2,467,719	2.37	37,477,974	2.72
Brazil	2,235,345	2.14	62,721,540	4.55
Venezuela	2,093,430	2.01	30,587,530	2.22
Argentina	1,841,760	1.77	57,740,620	4.19
Chili	1,823,777	1.75	44,593,340	3.24
Ecuador	1,430,890	1.37	20,089,324	1.46
Curacao	589,590	.57	6,159,335	.....
Bolivia	390,645	.....	7,462,360	.....
Uruguay	386,565	.....	9,441,670	.69
Paraguay	69,860	.....	1,922,455	.....
British Guiana	12,590	.....	182,155	.....
Dutch Guiana	8,675	.....	4,685	.....

A.—Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1901—Continued.

MISCELLANEOUS AND TRANS-PACIFIC SERVICE—Continued.

Countries.	Letters and post cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
ASIA.				
Japan	15,467,673	14.83	111,923,364	8.12
To Manila	8,551,454	8.11	133,737,436	9.71
From Manila	4,955,413	4.76	9,102,612	.66
Hongkong	4,521,520	4.34	22,062,875	1.60
To United States postal agency, Shanghai ..	1,468,138	1.41	32,170,291	2.34
From United States postal agency, Shanghai ..	429,950	.....	2,320,156	.....
Korea	124,733	.....	2,307,539	.....
From China	122,570	.....	779,301	.....
Siam	34,000	.....	573,264	.....
Singapore	26,610	.....	347,130	.....
Java	8,742	.....	18,142	.....
Cochin China	844	.....	.....	.....
OCEANIA.				
Hawaii	8,015,491	7.69	166,444,454	12.06
The British Australasian colonies	5,659,015	5.43	135,262,668	9.82
Samoa	348,420	.....	5,315,643	.....
Tahiti	176,027	.....	2,478,295	.....
Guam	16,547	.....	715,917	.....
New Caledonia	9,191	.....	173,873	.....
Marquesas Islands	3,890	.....	227,024	.....
Marshall Islands	2,070	.....	21,656	.....
Total	104,294,391	.....	1,378,286,315	.....
	=lbs. 229,969	.....	=lbs. 3,039,121	.....
Aggregate	492,720,559	.....	3,679,131,873	.....
	=lbs. 1,086,448	.....	=lbs. 8,112,485	.....

A comparison of the foregoing statement with a similar statement furnished with the report for last year shows the weights of the mails to have increased as follows, viz:

	1900.	1901.	Increase.	Per cent.
Trans-Atlantic:	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	
Letters and post cards	788,755	856,479	67,724	8.59
Other articles	4,933,678	5,073,364	139,686	2.83
Other destinations:				
Letters and post cards	185,194	229,969	44,775	24.17
Other articles	2,417,389	3,039,121	621,732	25.72
Aggregate:				
Letters and post cards	973,949	1,086,448	112,499	11.55
Other articles	7,351,067	8,112,485	761,418	10.35

The following statement (B) shows the weights of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States and which of foreign register; and statement (C) shows the weights of foreign closed mails forwarded from the United States by the different lines of steamers and the compensation paid to each line for their conveyance:

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries.

(1) Vessels of United States register, not under contract, receive \$1.60 per pound for letters and post cards and 5 cents per pound for other articles.

(2) Vessels of foreign register, 5 francs per kilogram (about 44 cents per pound) for letters and post cards and 80 centimes per kilogram (about 4½ cents per pound) for other articles.

[2,205 pounds = 1 kilogram.]

TRANSATLANTIC SERVICE.

[The sailings are from New York except when otherwise stated.]

Name of line.	Letters.		Prints.	Compensation.
	<i>Grams.</i>		<i>Grams.</i>	
International Navigation Co. (contract service) ¹	71,820,040		641,062,105	\$528,587.60
International Navigation Co., Red Star ²	431,158		1,529,824	563.69
International Navigation Co., from Philadelphia ²	500			.48
Cunard ²	137,328,154		835,046,331	213,108.64
Cunard, from Boston ²	400,125		2,982,950	669.16
White Star ²	62,213,427		326,997,531	91,591.21
North German Lloyd ²	60,204,574		228,439,383	80,141.81
Hamburg-American ²	37,590,063		170,738,046	52,750.64
Dominion, from Boston ²	283,167		2,710,234	584.79
Anchor, to Scotland direct ²	6,800		2,875	6.84
Thingvalla, to Norway and Denmark direct ²	625		100	.61
General Trans-Atlantic, to France direct ²	16,818,375		89,298,524	24,842.21
Holland-America, to Netherlands direct ^{2,3}	43,385		84,560	163.90
Red Star, to Antwerp direct ²	4,940		276,430	31.44
Prince, to the Azores direct ²	644,430		826,850	701.66
Insular Navigation Co., to the Azores direct ²	396,690		549,075	434.88
Italian Royal Mail, to the Azores and Italy direct ²	245,030		350,740	270.30
Total	388,425,483 = lbs. 856,478		2,300,845,558 = lbs. 5,073,364	994,344.81

¹ United States register.

² Foreign register.

³ Foreign register. Settled for in account of balances due foreign countries.

TRANS-PACIFIC SERVICE.

VESSELS OF UNITED STATES REGISTER.

[See note (1) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Pacific Mail:					
San Francisco to Hongkong via Hawaii and Japan	8,945,829	19,724	118,890,632	262,158	\$62,533.20
United States postal agency, Shanghai to San Francisco	896,094	1,980	2,387,628	52,264	3,589.65
Oceanic:					
San Francisco to Australasian colonies ¹	2,629,436	5,797	56,550,479	124,693	47,833.05
San Francisco to Australasian colonies, contract ²	4,322,316	9,530	96,638,748	213,068	183,272.00
San Francisco to Hawaii	3,245,704	10,155	55,476,264	122,324	21,286.84
American-Hawaiian, San Francisco to Hawaii	21,069	46	418,791	418	148.27
Northern Pacific, Tacoma to Hongkong via Japan	933,030	2,057	12,900,755	28,446	5,567.41
Total	20,995,498	49,299	343,263,287	803,386	264,180.42

¹ For the quarter ended September 30, 1900, compensation at the rate of \$60,000 per annum, less \$1,000 per trip for four trips performed by steamers of foreign register and \$80,000 additional authorized by act of Congress.

² For the period from October 1, 1900, to June 30, 1901.

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries—Continued.

TRANS-PACIFIC SERVICE—Continued.

VESSELS OF FOREIGN REGISTER.

[See note (2) at the head of this statement.]

Name of line.	Letters.	Prints.	Compensation.
Occidental and Oriental:	<i>Grams.</i>	<i>Grams.</i>	
San Francisco to Hongkong via Hawaii and Japan.	8,849,093	115,019,550	\$19,638.76
United States postal agency, Shanghai to San Francisco.....	2,297,933	4,543,421	2,655.94
Oriental:			
San Francisco to Hongkong via Hawaii and Japan.	8,638,166	107,330,220	18,693.20
United States postal agency, Shanghai to San Francisco.....	2,311,906	5,271,020	2,789.64
California and Oriental: San Francisco to Hongkong via Japan.....	44,845	319,464	74.10
Nippon Yusen Kabushiki Kaisha: Seattle to Yokohama.	1,921,545	30,001,616	4,749.44
Northern Pacific: Tacoma to Hongkong via Japan.....	813,814	12,254,744	1,967.92
San Francisco to Tahiti and Marquesas Islands:			
J. Pinet & Co.....	29,435	506,689	77.30
M. Turner.....	9,083	158,484	25.06
Western Commercial: San Francisco to Guam.....	11,139	517,833	60.72
Allen: Pago Pago to Apia.....	18,053	38,355	21.13
Williams, Dimond & Co.: San Francisco to Marshall Islands.....	2,070	21,656	4.09
Total.....	24,947,082 = lbs. 54,008	275,983,052 = lbs. 608,542	50,707.30

MISCELLANEOUS SERVICE.

VESSELS OF UNITED STATES REGISTER.

[See note (1) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
New York and Cuba mail:	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
New York to Mexico (contract service)...	537,035	1,184	8,795,598	19,394	\$127,602.00
New York to Cuba (contract service)....	368,245	811	5,201,950	11,470	73,476.00
New York to Cuba and Mexico (noncontract service).....	375,630	828	2,982,165	6,575	1,851.26
Panama Railroad Steamship Line, New York to Colon.....	8,908,220	18,642	161,898,080	356,985	59,520.63
Red D. (Boulton, Bliss, and Dallett):					
New York to Porto Rico, Venezuela, and Dutch West Indies (contract service)...	4,437,945	9,785	57,509,990	126,809	56,450.00
New York to Porto Rico, Venezuela, and Dutch West Indies (noncontract service).....	582,680	1,284	11,580,505	25,557	4,100.25
American Mail, Philadelphia and Boston to Jamaica (contract service).....	1,213,710	2,676	17,479,654	38,542	117,490.00
Clyde: New York to Santo Domingo and Turks Islands.....	665,470	1,467	9,448,115	20,833	4,014.42
United Fruit: New Orleans to Honduras and Guatemala.....	1,474,357	3,250	27,133,687	59,829	9,987.93
Camors Wineberger Banana Company, Limited: New Orleans to Costa Rica and Colombia.....	17,008	37	355,580	784	122.72
Morgan: New Orleans to Cuba.....	14,620	32	88,413	194	67.18
Pacific Mail: San Francisco to Panama.....	443,439	977	3,726,428	8,216	2,190.00
Pacific Coast:					
San Francisco to Mexico.....	110,087	242	1,422,544	3,186	639.13
San Francisco to British Columbia ¹	52,286	115	4,074	9	46.95
North American Mail: Port Townsend to British Columbia ¹	86,247	190			86.08
Central America: New Orleans to Republic of Honduras.....	3,258	7,183	42,745	94,252	19.08
Total.....	19,290,187	48,708	307,679,528	772,685	457,663.58

¹ Compensation 1 cent a letter.

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries—Continued.

MISCELLANEOUS SERVICE—Continued

VESSELS OF FOREIGN REGISTER.

[See note (2) at the head of this statement.]

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Lamport & Holt: New York to Brazil and La Plata countries.	1,655,875	50,145,290	\$6,436.94
Knott's Prince: New York to Brazil and La Plata countries.	776,335	24,009,429	3,066.07
Houston's: New York to La Plata countries	692,555	18,911,765	2,493.30
Norton's: New York to La Plata countries	450,510	13,308,365	1,719.00
Sloman's Brazil: New York to Brazil	526,930	16,986,160	2,147.66
Red Cross: New York to West Indies and Brazil	389,245	6,232,530	977.06
Booth: New York to West Indies and Brazil	209,065	5,656,855	834.49
Quebec: New York to West Indies and Venezuela	1,890,910	24,031,675	4,143.78
Red D: New York to West Indies, Colombia, and Venezuela.	512,675	9,263,315	1,388.65
Red D: Porto Rico to New York	2,470,293	3,107,591	2,683.71
Trinidad Shipping and Trading: New York to West Indies and Venezuela	502,460	9,218,237	1,374.44
New York and Demerara: New York to West Indies	268,455	3,869,710	632.49
Royal Dutch West India Mail: New York to West Indies and Venezuela	161,240	1,467,245	297.17
Earn: Philadelphia to West Indies	68,998	1,573,463	218.43
A. D. Straus & Co.: New York to St. Thomas	135	10,650	1.16
Quebec: New York to Bermuda	1,491,685	17,673,195	3,144.93
Atlas: New York to Haiti, Jamaica, Bahamas, etc.	2,300,675	33,847,890	5,486.47
Cameron: New York to Haiti and Bahamas	447,120	6,779,635	1,065.71
New York and Cuba Mail: New York to Bahamas ¹	386,830	6,371,170	988.11
Peninsular and Occidental: Miami to Bahamas ¹	422,719	3,302,143	726.58
Peninsular and Occidental: Miami to Bahamas	14,800	226,765	36.16
Bahamas Limited: New York to Bahamas	2,580		2.49
New York and Cuba Mail: New York to Cuba and Mexico	343,035	3,416,950	660.76
Munson's: New York to Cuba	9,790	9,815	10.40
Direct: New York to Mexico	28,105	674,075	92.17
Thebaud: New York to Mexico	6,060	86,811	14.23
Atlantic and Mexican Gulf: Mobile to Mexico	8,831	1,020	8.62
Mexican: San Francisco to Mexico	4,760	118,629	16.04
United Fruit: Philadelphia to Jamaica	28,675	492,515	75.20
United Fruit: New York to Jamaica	6,325	39,777	9.94
American Mail: Boston to Jamaica	11,905	112,379	22.33
Tweedie Trading: New York to Jamaica, Bahamas, Nicaragua, etc.	2,160	6,785	2.74
United Fruit: New Orleans to British Honduras ¹	541,612	6,105,690	1,111.86
Independent: New Orleans to British Honduras ¹	25,849	393,672	62.94
Orr-Laubenhimer Co.: New Orleans to British Honduras ¹	60,363	14,896	59.69
United Fruit: New Orleans and Mobile to Republic of Honduras, Costa Rica, Colombia, Nicaragua, and Guatemala	1,925,635	31,736,393	4,920.79
Bluefields: New Orleans to Republic of Honduras and Nicaragua	448,397	8,510,323	1,523.95
Independent: New Orleans to Republic of Honduras and Guatemala	139,859	2,662,483	391.90
Central America: New Orleans to Republic of Honduras	3,515	83,109	6.59
Camors, Wineberger & Co.: New Orleans to Costa Rica and Colombia	263,927	4,625,756	701.08
Camors, McConnell & Co.: Mobile to Colombia	120,858	837,314	197.43
Alabama Fruit: Mobile to Colombia	50,727	254,267	73.49
Fields: Mobile to Colombia	312	13,550	1.61
Yarmouth: Boston to Nova Scotia ²	5,563,010	23,062,708	4,628.24
Dominion Atlantic Railway: Boston to Nova Scotia	2,767,856	24,055,752	2,278.84
Canada Atlantic and Plant: Boston to Nova Scotia and Newfoundland ³	2,240,349	21,888,703	1,811.40
Red Cross: New York to Newfoundland	45,050	1,714,365	248.10
Allan: Philadelphia to Newfoundland	19,670	747,532	107.47
Kosmos: San Francisco to Central and South America	32,037	188,835	49.13
Pacific Steam Navigation Company: San Francisco to Central and South America	17,409	208,151	86.89
Cia Sud-Americana de Vapores: San Francisco to Central and South America	19,225	168,741	84.84
Pacific Steam Navigation Company: Panama to Chile ⁴			108.47
Total	30,467,996 = lbs. 67,181	338,174,066 = lbs. 855,923	59,151.44

¹ Settled for in account of balances due foreign countries.

² Compensation, 1 cent a letter.

³ Weights included in weights of Panama Railroad Steamship Company, paid to Great Britain.

C.—Statement showing the net weights of the closed mails of foreign origin forwarded and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANS-ATLANTIC SERVICE—NONCONTRACT.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard	23,252,044	108,216,787	\$32,881.15
White Star	18,344,614	90,065,999	26,388.14
North German Lloyd	10,452,578	42,517,839	14,189.71
Hamburg-American	7,189,816	33,228,452	10,096.46
Red Star	109,220	477,720	151.50
Dominion	15,457	39,767	18.75
Total noncontract trans-Atlantic	59,313,729 =lbs. 130,787	274,486,564 =lbs. 606,243	88,725.71

MISCELLANEOUS SERVICE—NONCONTRACT.

United Fruit Co. (New Orleans to Guatemala)	2,743,628	14,657,656	\$4,062.07
Nippon Yusen Kaisha	481,562	2,682,710	723.59
Panama Railroad Steamship Line	245,573	3,200,118	546.79
New York and Cuba Mail (New York to Bahamas) ¹	206,499	3,231,316	611.10
Northern Pacific Steamship Co.	186,597	6,212,638	501.66
Atlas	129,859	1,554,393	275.31
Peninsular and Occidental Steamship Co. (Miami to Bahamas)	99,564	1,806,381	270.39
Red D	76,915	1,093,670	178.79
Independent Steamship Line	45,355	368,282	79.30
Quebec Steamship Co.		266,725	25.74
Clyde Steamship Co.		118,620	11.45
Cameron Steamship Co.		76,470	7.38
United Fruit Co. (Philadelphia to Jamaica)	2,945	19,965	4.77
Earn Line Steamship Co.		31,342	3.02
Red Cross		31,100	3.00
Booth Steamship Co.		28,070	2.71
New York and Demerara Steamship Line		13,350	1.29
Total noncontract miscellaneous	4,229,487 =lbs. 9,326	32,392,745 =lbs. 71,426	7,207.36
Total noncontract service	63,543,216 =lbs. 140,113	306,879,309 =lbs. 676,669	90,933.07

CONTRACT SERVICE.

The International Navigation Co. (trans-Atlantic) ¹	14,467,580	50,997,310	.....
Plant Investment Co. (Tampa to Cuba) ¹	2,835,291	60,406,288	.....
Peninsular and Occidental Steamship Co. (Miami to Cuba)	715,350	8,942,240	.....
United Fruit Co. (New Orleans to British Honduras) ²	605,274	5,928,302	.....
United Fruit Co. (New Orleans to Guatemala) ²	599,133	5,275,719	.....
American Mail	217,634	2,898,373	.....
New York and Cuba Mail (New York to Cuba) ¹	146,595	2,928,585	.....
Red D	71,755	2,459,330	.....
New York and Porto Rico		314,230	.....
Royal Dutch West India Mail ²		3,750	.....
Total contract service	19,658,612 =lbs. 43,347	140,154,937 =lbs. 309,042	.....
Aggregate	83,201,828 =lbs. 183,460	447,034,246 =lbs. 985,711	\$90,933.07

¹ Conveyed by vessels under contract with this Department, and without additional cost.

² Settled for in account of balances due foreign countries.

COST OF THE SERVICE.

The sums required to be paid on account of the transportation of the mails dispatched to and received from foreign countries by sea during the fiscal year amounted to \$1,921,838.83, which included (1) the amounts credited in the general postal accounts to foreign governments for the conveyance of United States mails by steamers subsidized by said governments, as follows:

To France, for services of steamers of the General Trans-Atlantic Line from New York to Havre	\$24,842.21
To Belgium, for services of steamers of the Red Star Line from New York and Philadelphia to Antwerp	31.44
To the Netherlands, for services of steamers of the Holland-America Line from New York to Amsterdam and Rotterdam. \$163.90	
And for services of steamers of the Royal Dutch West India Mail from New York to the West Indies.....	297.17
	<hr/> 461.07
To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, New Providence.	989.11

(2) the sums paid to the Panama Railroad Company for transporting by railway from Colon to Panama the United States mails for the west coast of Central and South America; (3) the cost of sustaining sea post-offices on the fast steamers of the North German Lloyd, Hamburg-American, and the International Navigation companies, and (4) the transfer service in New York Harbor.

This sum of \$1,950,274.66 was distributed as follows, viz:

Trans-Atlantic service:	
Vessels of United States register (contract service) ..	\$528,537.60
Vessels of foreign register.....	465,807.21
	<hr/> \$994,344.81
Trans-Pacific service:	
Vessels of United States register—	
Contract service.....	\$133,272.00
Noncontract service	130,908.42
	<hr/> 264,180.42
Vessels of foreign register.....	50,707.30
	<hr/> 314,887.72
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):	
Vessels of United States register—	
Contract service.....	375,018.00
Noncontract service	82,645.58
	<hr/> 457,663.58
Vessels of foreign register.....	59,151.44
	<hr/> 516,815.02
The Panama Railroad Company.....	28,930.41
The sea post service	28,496.48
Steamboat and wagon transfer service (New York)	35,887.00
Miscellaneous items, telegrams, etc	2,477.39
	<hr/>
Total	1,921,838.83

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid for the sea conveyance from the United States of closed mails of foreign origin	\$90,933.07
---	-------------

Amount paid to foreign countries for the intermediary maritime and extraordinary land transit of mails of United States origin	\$51,900.21
Amount paid for intermediary ordinary territorial transit of mails of United States origin	144,989.00
The expenses of the United States postal agency at Shanghai.....	2,790.89
And this Department's share in maintaining the International Bureau at Berne, Switzerland, including subscription to the journal L'Union Postale and the Universal Dictionary of Post-Offices.....	944.74
<hr/>	
Making the aggregate cost of the service.....	2,213,396.74
From this aggregate must be deducted the amounts received by this Department for the intermediary maritime transit of mails of foreign origin.....	\$87,128.91
For the intermediary extraordinary land transit of mails of foreign origin	61,445.00
And the receipts at the United States postal agency at Shanghai, viz:	
Postage stamps sold and postage collected.....	2,285.67
Box rents collected	
<hr/>	
	150,859.58
<hr/>	
Leaving the actual net cost of the service.....	2,062,537.16

It is estimated that the sum of \$4,480,284.85 was received by this Department as postage on articles exchanged with all foreign countries, and that of that sum the postage collected on the articles exchanged with foreign countries other than Canada and Mexico amounted to \$3,005,323.61, or \$942,786.45 more than the net cost of the service, exclusive of the cost of transporting the articles between the United States exchange post-offices and the United States post-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year, as above stated, is only an estimate, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently must be accepted as approximately correct, so that it may be safely assumed that even after adding the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this Office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1902-1903.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1903, are as follows, viz:

For the sea transportation* of the mails, including foreign closed mails, the railway transit across the Isthmus of Panama, the cost of maintaining the United States postal agency at Shanghai, and contingencies, including casualties.....	\$2,454,000
For the expense of maintaining 18 sea post-offices on steamers plying between New York and Southampton, Bremen, and Hamburg	50,000
For transfer service in New York Harbor and to and from the transfer boat.....	38,000
<hr/>	
Total on account of transportation.....	2,542,000

For balances due foreign countries, including the United States' share of the expenses of the International Bureau of the Universal Postal Union; and for this Department's annual subscription for the monthly journal *L'Union Postale*, and the Universal Dictionary of Post-Offices, published by that bureau, and for contingencies \$160,000

Aggregate..... 2,702,000

The foregoing estimate is based upon the known cost of the contract Ocean Mail Service under the act of Congress of March 3, 1891, as determined by the terms of the contracts fully executed prior to the date of this report and upon the percentage of increase of the other items of business of this fiscal year over similar items of the fiscal year ended June 30, 1900, as follows, viz:

Route No. 36, "O. M. S.," New York to La Guaira, 36 trips of 2,258 miles =81,288 statute miles, at \$1 a mile.....	81,288
Route No. 57, "O. M. S.," New York to Southampton, 52 trips of 3,641 miles=189,332 statute miles, at \$4 a mile.....	757,328
Route No. 69, "O. M. S.," New York to Tuxpan, 52 trips of 2,502 miles =130,104 statute miles, at \$1 a mile.....	130,104
Route No. 70, "O. M. S.," New York to Habana, 52 trips of 1,413 miles =73,476 statute miles, at \$1 a mile.....	73,476
Route No. 74, "O. M. S.," from Boston to Port Antonio, 78 trips of 1,588 miles=142,662 statute miles, at 66½ cents a mile; and from Philadelphia to Port Antonio, 26 trips of 1,642 miles=42,692 statute miles, at 66½ cents a mile.....	123,569
Route No. 75, "O. M. S.," San Francisco, Cal., to Sydney, New South Wales, via Honolulu, Pago Pago, and Auckland, 17 trips of 8,329½ miles =141,601½ statute miles, at \$2 a mile.....	283,203
Total contract service.....	1,448,968
Vessels of United States register not under contract (10 per cent increase).....	234,909
Vessels of foreign register (10 per cent increase).....	633,233
One-half the cost of maintaining 18 sea post-offices, 152 round trips, at \$330 per trip.....	50,000
Transfer service in New York Harbor.....	38,000
For transporting foreign closed mails (10 per cent increase).....	100,026
Panama Railroad Company (10 per cent increase).....	31,823
Expense of postal agency at Shanghai (10 per cent increase).....	3,070
For contingencies, including casualties.....	1,971

Total on account of transportation of mails..... 2,542,000

The "balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days. The expenses for the fiscal year ending June 30, 1903, are determined by the statistics taken in May, 1896, from which it appears that the annual charge against this Department will probably be..... \$158,000

For the United States' share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal (*L'Union Postale*) and for the Universal Dictionary of Post-Offices..... 1,000

For contingencies, including casualties..... 1,000

Total on account of balances due foreign countries..... 160,000

Total estimate 2,702,000

The particulars given in the following Statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1900, and April, 1901, respectively;

the figures in the Statement being obtained by multiplying the results of each week's operations by 26 to find the operations of 52 weeks, or one year.

The data thus obtained can not be considered as accurate, but may be assumed to be approximately correct, and furnish the only information obtainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland, and the postage collected thereon, are embraced in the figures given in Statement D, while the weights of the mails dispatched and the cost of the service, as heretofore stated, do not include the weights of these overland mails nor the cost of their overland transportation.

D.—*Estimate of the number of articles exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1901, based upon the count of such matter exchanged during seven days of October, 1900, and seven days of April, 1901, as made at United States exchanging post-offices, pursuant to the Postmaster-General's order of August 19, 1899, and the amount of postage estimated to have been received thereon.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters	78,348,249	58,821,497	132,169,746	14,526,752	.....
Unpaid and short-paid letters....	1,369,725	2,165,898	3,535,623	.....	796,668
Postal cards	4,275,552	3,556,496	7,831,047	720,057	.....
Postal cards with paid reply	49,157	28,713	77,870	10,444	.....
Articles of printed matter	87,557,518	56,267,730	143,825,248	31,289,788	.....
Commercial papers	516,636	96,077	611,713	421,569	.....
Packages of samples of merchandise	1,585,454	1,296,697	2,881,151	289,757	.....
Letters free of postage	280,170	291,791	571,961	.....	11,621
Other articles free of postage	282,464	83,960	366,424	198,504	.....
Registered letters	1,538,065	1,419,408	2,957,483	118,682	.....
Other articles registered	211,271	381,529	592,800	.....	170,258
Total	171,014,281	124,406,285	295,420,566	.....	.....
Demands for return receipts	68,323	20,280	88,603	.....	.....
Postage prepaid on letters sent	\$2,945,667.13	.....	\$2,945,667.13	.....	.....
Postal cards sent	62,932.19	.....	62,932.19	.....	.....
Other articles sent	1,182,955.15	.....	1,182,955.15	.....	.....
Postage due on letters .....	.....	\$286,642.70	286,642.70	.....	.....
Other articles .....	.....	2,087.68	2,087.68	.....	.....
Total .....	.....	288,730.38	4,480,284.85	.....	.....

NOTE.—The postage due and unpaid on articles sent abroad amounted to \$62,477.27.

The rule under which the mails for trans-Atlantic destinations were for many years assigned to the fastest vessels available for their conveyance—that is to say, in the case of two steamers leaving New York for Great Britain at or about the same time, the mails were assigned to the steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time in London—has not been rigidly adhered to during the year just closed, preference having been given to vessels flying the flag of the United States.

A record of the speed of the steamers to which the mails for trans-Atlantic destinations were assigned has, however, been kept, a summary of which appears in the Statement (E) following:

E.—Statement showing the number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the trans-Atlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1901, as shown by the records of this office. (The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails at the post-office in New York and their delivery at the post-office in London or Paris.)

Line and steamer.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Quickest trip.
Hamburg - American (New York to London via Southampton):		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>	<i>Hours.</i>
Deutschland	4	148.8	3	152.1	.....	.....	3	150.8	10	150.4	148.4
Kaiser Friedrich	4	175.0	1	176.0	.....	.....	.....	.....	5	173.2	171.5
Fuerst Bismarck	3	174.3	1	174.2	.....	.....	2	176.8	6	175.1	172.7
Columbia	3	179.8	1	178.5	1	198.6	3	181.9	8	182.1	178.5
Augusta Victoria	2	181.8	2	180.9	.....	.....	3	187.9	7	184.2	178.8
North German Lloyd (New York to London via Southampton):											
Kaiser Wilhelm der Grosse	3	158.7	3	171.2	2	156.5	4	162.1	12	162.9	155.4
Kaiserin Maria Theresia ¹	3	182.4	2	177.2	.....	.....	3	188.4	8	188.4	177.1
Trave	3	186.8	2	194.8	1	196.9	.....	.....	5	196.8	185.2
Lahn	3	196.4	3	192.7	3	202.4	3	195.0	12	197.1	189.4
Aller	3	201.5	.....	.....	.....	.....	.....	.....	3	201.5	196.9
Cunard (New York to London via Queenstown):											
Lucania	3	169.5	3	168.1	2	176.5	4	169.9	12	170.5	165.8
Campania	3	173.7	4	174.9	2	179.1	3	173.7	12	175.0	168.5
Etruria	3	190.6	3	183.1	4	196.4	2	189.9	12	191.2	179.0
Umbria	3	186.7	3	192.4	3	194.8	3	191.5	12	191.4	179.5
Servia	3	220.5	1	228.2	2	228.2	3	218.0	9	221.1	211.3
American (New York to London via Southampton):											
St. Paul	4	175.7	1	177.4	.....	.....	3	177.9	8	176.8	169.6
St. Louis	4	184.2	5	181.9	2	187.5	5	184.0	16	183.8	178.1
New York	4	186.8	4	181.6	3	189.1	1	188.8	12	185.8	176.5
White Star (New York to London via Queenstown):											
Oceanic	3	171.1	3	176.6	3	182.0	3	179.1	12	177.2	169.9
Majestic	4	184.2	3	182.4	3	190.2	3	189.5	13	186.4	179.6
Teutonic	2	184.1	3	186.2	3	196.1	4	191.5	12	189.8	180.6
Germanic	3	209.4	3	208.2	3	214.5	3	213.9	12	211.5	204.5
Cymric	1	248.1	.....	.....	1	240.5	.....	.....	2	244.3	240.5
General Trans-Atlantic (New York to Paris via Havre):											
La Lorraine	2	188.9	2	194.7	.....	.....	3	197.7	7	194.4	187.5
L'Aquitaine	2	198.5	3	197.7	3	206.3	3	201.4	11	200.9	190.3
La Champagne	1	201.2	2	215.0	2	208.4	3	209.7	8	209.6	201.2
La Bretagne	3	214.3	2	206.6	3	217.1	4	208.8	12	211.9	201.7
La Gascogne	2	212.0	1	214.3	4	210.6	2	231.7	9	216.0	201.2
La Touraine	3	225.2	2	215.7	.....	.....	.....	.....	5	221.4	201.2
La Normandie .....	.....	.....	1	254.3	.....	.....	.....	.....	1	254.3	254.3

¹ Delayed on trip from New York November 27, 1900 (about two days). Lost one blade.

THE UNIVERSAL POSTAL UNION.

There has been no extension of the Universal Postal Union during the year.

There is maintained under the name of the "International Bureau of the Universal Postal Union" a central office, which is conducted under the superintendence of the Swiss postal administration, and the expenses of which are borne by all the administrations of the Union.

This Bureau is charged with the duty of collecting, collating, pub-

lishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the Postal Administrations concerned, an opinion upon questions in dispute; of making known propositions for modifying the Acts of the Congress; of giving notice of the changes adopted, and, in general, of undertaking such researches and labors as may be intrusted to it in the interest of the Postal Union.

The latest report of the Director, for the year 1900, shows that the total cost of maintaining the Bureau was (125,000 francs) \$24,125.

Pursuant to the provisions of the Universal Postal Convention, this sum was divided into 649 units, of which this Department paid 25 units or (4,825 francs) \$931.23.

SEA POST-OFFICES.

The international Sea Post-Offices have been in continuous operation upon the fast steamers of the North German Lloyd Steamship Company and the Hamburg-American line, viz:

The steamers *Aller*, *Kaiserin Maria Theresia*, *Kaiser Wilhelm der Grosse*, *Lahn*, and *Trave*, of the North German Lloyd, and the steamers *Augusta Victoria*, *Columbia*, *Deutschland*, *Fuerst Bismarck*, and *Kaiser Friedrich*, of the Hamburg-American line; 70 trips having been made from New York and 71 trips from Germany.

During the 70 trips from New York, 4,353,500 ordinary articles, 60,024 registered articles, and 6,386 sacks of printed matter were distributed during 4,062 working hours, an average of 62,193 ordinary articles, 857 registered articles, and 91 sacks of printed matter per trip of 58 hours; and during the 71 trips from Germany, 11,150,000 ordinary articles, 197,321 registered articles, and 13,463 sacks of printed matter were distributed during 5,752 working hours, an average of 157,042 ordinary articles, 2,779 registered articles, and 190 sacks of printed matter per trip of 81 hours.

Sea Post-Offices have also been in continuous operation upon the steamers *New York*, *St. Louis*, and *St. Paul*, of the International Navigation Company, 36 trips having been made from New York and 36 from Southampton.

During the 36 trips from New York, 127,180 ordinary articles were distributed, and during the 36 trips from Southampton, 2,740,000 ordinary articles, 13,037 registered articles, and 4,223 sacks of printed matter were distributed.

As heretofore stated, the full benefit of the Sea Post service can not be secured on the steamers of the International Navigation Company, for the reason that the mails conveyed to this country by those steamers are light, the full mails being dispatched by the steamers under contract with the British Government; and that of the mails dispatched from this country those for Great Britain are not distributed, because the British office has declined to furnish the assistance necessary to that end.

That the service has been reasonably satisfactory is shown by the fact that very few complaints have been received, and that in the distribution of 14,100,358 letters and post cards only 1,377 errors (0.0098 per cent) have been reported. The service could be improved if the accommodations on board the steamers for Sea Post-Office purposes were more commodious than they are at present and than it has been

practicable to make them. But when we consider the small space available for office purposes and the fact that stormy weather frequently retards, if it does not entirely interrupt, the work of the clerks, there is very little room for complaint that the work of the Sea Post-Offices is not more nearly perfect.

PARCELS POST.

The Convention with Venezuela, which was to have become operative on the 1st of January, 1899, was not fully ratified until November 16, 1900, and became operative on the 1st of January 1901.

The weights of the parcels-post mails dispatched from the United States during the last two fiscal years were as follows, viz:

	Pounds.
For the year ended June 30, 1900.....	138, 198
For the year ended June 30, 1901.....	252, 791

which shows an increase during the fiscal year of 114,593 pounds, or 82.92 per cent. The total number of parcels dispatched during the fiscal year was 76,148. The number of parcels dispatched prior to July 1, 1900, is not of record.

The weights of the parcels-post mails received during the fiscal year were 281,813 pounds, and consisted of 42,522 parcels. The weight of parcels received prior to July 1, 1900, is not of record.

Of the total weight of 252,791 pounds dispatched, 51,484 pounds were for Germany, and consisted of 21,042 parcels. In return we received from Germany 31,388 parcels, their weight being 233,690 pounds.

The parcels post affords the only channel for the legitimate exchange of packages of miscellaneous merchandise by mail between different countries. It, in fact, gives to persons in different countries substantially the same facilities for the exchange of small parcels as is afforded in our domestic service by the provision for the admission to the mails of "fourth-class matter." That the service is appreciated by the public appears to be evident by the substantial increase from year to year in the volume of business in this particular branch of the service.

CONTRACT OCEAN MAIL SERVICE.

The contract (mentioned in my report for last year) under the provisions of the Act of Congress approved March 3, 1891, which was signed on the 17th of April, 1900, under which the Oceanic Steamship Company is to convey mails from San Francisco to Sydney, New South Wales, calling at Honolulu, Pago Pago, and Auckland, once every three weeks during a period of ten years, in steamers of the second class, the compensation to be at the rate of \$2 a mile for each mile traveled on the voyages from San Francisco, went into operation on the 1st of November, the first trip having been made on the 13th of December last.

The mails have been conveyed for many years from San Francisco to Australia by the same company, with sailings once every four weeks, the trip to Sydney occupying twenty-five days. By the use of the larger and faster steamers required under the contract for Ocean Mail Service the transit time from San Francisco to Sydney has been reduced to twenty-one days.

The contract mail service upon the six routes now in operation has been performed to the satisfaction of the Department and of the contractors.

The distance traversed, the amount paid as mileage, the weights of the mails, and the amount which would have been paid for the same service at the allowance of the full sea and United States inland postage upon the six routes in question are as follows, viz:

Route 36, New York to La Guaira, 25 trips; statute miles traveled, 56,450; mileage paid	\$56,450.00
Weights of the mails conveyed: Letters and post cards, 9,785 pounds; other articles, 126,809; amount of the full sea and inland postage thereon.....	25,800.72
Excess of cost of contract service on route 36.....	<u>\$30,649.28</u>
Route 57, New York to Southampton, 36 trips; statute miles traveled, 132,134½; mileage paid	528,537.60
Weights of the mails conveyed: Letters and post cards, 158,363 + pounds; other articles, 1,413,542 pounds; amount of full sea and inland postage thereon.....	366,464.16
Excess of cost of contract service on route 57.....	<u>162,073.44</u>
Routes 69 and 70, New York to Tuxpam, 51 trips, and New York to Habana, 52 trips; statute miles traveled, 201,078; mileage paid	201,078.00
Weights of the mails conveyed: Letters and post cards, 1,995 pounds; other articles, 30,864 pounds; amount of full sea and inland postage thereon.....	5,661.12
Excess of cost of contract service on routes 69 and 70	<u>195,416.78</u>
Route 74, Boston and Philadelphia to Port Antonio, Jamaica, 99 trips; statute miles traveled, 176,235; mileage paid	117,490.00
Weights of the mails conveyed: Letters and post cards, 2,676 pounds; other articles, 38,542 pounds; amount of full sea and inland postage thereon.....	7,364.96
Excess of cost of contract service on route 74.....	<u>110,125.04</u>
Route 75, San Francisco, Cal., to Sydney, New South Wales, 8 trips; statute miles traveled, 66,636; mileage paid	133,272.00
Weights of the mails conveyed: Letters and post cards, 9,530 pounds; other articles, 213,088 pounds; amount of full sea and inland postage thereon.....	32,295.04
Excess of cost of contract service on route 75.....	<u>100,976.96</u>
Aggregate excess of cost of contract service.....	<u>599,241.50</u>

The ocean mail contract service should be credited also with the carriage of the closed mails of foreign origin forwarded during the year from this country by means of steamers under contract with this Department.

The weights of said closed mails amounted to 19,658,612 grams (43,347 pounds) of letters and post cards, and 140,154,937 grams (309,042 pounds) of other articles, for the conveyance of which steamers not under contract would have been entitled to compensation at the rate of 5 francs per kilogram of letters and post card, and 50 centimes per kilogram of other articles, or to a total sum of \$32,495.51. Deducting said sum from the "aggregate excess of cost," we find as the net excess of cost of the contract service \$566,745.99.

TRANS-ATLANTIC MAILS.

As heretofore, the mails for Great Britain and the Continent of Europe have been dispatched by every fast steamer, and when two fast steamers sail on the same day or succeeding days, the mails have been, as a rule, assigned to the one whose previous speed record gave reason to believe that it would deliver the mails sooner on the other side of the Atlantic. Other things being equal, preference has been given to steamers sailing under the flag of the United States, and especially to those under contract with this Department, at a compensation of \$4 for each mile traveled from New York to Southampton.

Steamers flying the flag of the United States but not under contract, are allowed for their services all the postage collected on the mails they carry from this country; that is to say, 5 cents a half ounce, \$1.60 a pound (or \$3,200 a short ton) for letters and post cards, and 1 cent for 2 ounces, 8 cents a pound (or \$160 a short ton) for other articles. In the case of a steamer conveying the mails under a foreign flag, compensation for the service is allowed at the rate of 44 cents a pound (or \$880 a short ton) for letters and post cards, and 4½ cents a pound (or \$90 a short ton) for other articles, calculated on the actual net weight of the mails conveyed.

The transfer service in New York Harbor, whereby the fast mail steamers arriving from Europe are met at the quarantine station by a special mail steamer, which receives the mails and conveys them as rapidly as possible to the various railroad wharves, whence the mails for the city of New York are immediately sent to the post-office in that city and those for inland destinations are forwarded by the first outgoing trains, has been continued without accident or interruption.

CENTRAL AND SOUTH AMERICAN AND WEST INDIAN MAILS.

There have been no radical changes in the service to these countries during the year.

Our communication with the west coast of Central and South America has been regular and reliable once a week by means of steamers plying between New York and Colon; and to Venezuela we have a semimonthly service by means of the Red "D" Line, which is performing contract service between New York and La Guaira under the provisions of the Act of Congress approved March 3, 1891, the contract rate of pay being \$1 a mile outward, and which dispatches two additional steamers a month that are not under contract with this Department. At least two of these steamers each month call at San Juan or Ponce, Porto Rico. Contract service at the same rate of pay is also performed once a week by the New York and Cuba Mail Steamship Company between New York and Habana, and once a week between New York and certain Mexican Gulf ports via Habana. Besides, there is additional through service with Cuba by means of steamers plying three times a week between Tampa, Fla., and Habana, Cuba; and by means of steamers of the Munson Line sailing from New York twice a month for northern Cuban ports. This last service is performed under a domestic contract, and does not come under the provisions of the act of March 3, 1891. With Porto Rico we have mail communication at least five times a month—twice by means of steamers of the Red "D" Line, and three times by means of steamers

of the New York and Porto Rico Line, the latter service being performed under a domestic mail contract. For the future, mails for Porto Rico will be dispatched weekly by means of a steamer sailing from New York every Saturday for San Juan.

With Jamaica we have contract ocean mail service by means of steamers of the American Mail Steamship Company, sailing twice a week from Boston or Philadelphia for Port Antonio, Jamaica. Besides, steamers of the Atlas Line sailed regularly twice a month from New York for Kingston, and there has been a sailing every week from Philadelphia or Baltimore for Port Antonio.

Communication with the other West Indian Islands has been maintained without material change, and principally by means of the New York and Cuba, Quebec, Atlas, Clyde, Royal Dutch West India, Trinidad, Bahamas, Strauss, Cameron, and Demerara lines of steamers.

With British Honduras (Belize), Guatemala, and the Republic of Honduras we have regular communication by means of steamers flying the flag of the United States, which sail every week from New Orleans. By steamers sailing from the same port we have regular weekly communication with Costa Rica, and frequent, although irregular, communication with Nicaragua, and with the Colombian ports of Bocas del Toro, Cartagena, and Santa Marta; and from Mobile, Ala., we have frequent, although irregular, service with Bocas del Toro (Colombia) and Belize.

By means of the Lamport & Holt, Sloman's Brazil, Norton, Knott's Prince, Red Cross, Booth, and Houston lines, mails for Brazil and the River Plata countries have been dispatched seven or eight times a month by steamers sailing for those countries direct. Mails for northern ports of Brazil were dispatched 48 times by steamers sailing from New York for Para, Manaos, Maranhão, Ceará, Pernambuco, and Bahia. Mails for Brazil generally and for La Plata countries were dispatched 53 times by steamers sailing from New York for Rio de Janeiro or Santos, Brazil. Mails for La Plata countries were dispatched 53 times by steamers sailing from New York for Montevideo and Buenos Ayres. Correspondence for Brazil and the River Plata countries is not, however, held for dispatch by these steamers, but is forwarded via England when that course will expedite its delivery at destination.

TRANS-PACIFIC MAILS.

By means of steamers sailing four times a month from San Francisco and once or twice a month from Tacoma or Seattle, mails for Japan and China have been dispatched not less than six times a month.

These mails have included articles for the Philippines; but mails for the Philippines have also been dispatched by naval vessels and by steamers chartered for military purposes which sailed from San Francisco for Manila in the intervals between the sailings of the regular mail steamers during the year. Correspondence for Japan and China has also been forwarded to Vancouver, British Columbia, for dispatch per steamers leaving that port every four weeks, when the delivery of the correspondence would be thereby expedited.

By reason of the contract with the Oceanic Steamship Company, mentioned under the heading "Contract Ocean Mail Service," mails for the Australasian Colonies have been dispatched from San Francisco, commencing in November, 1900, once every three weeks instead of

once every four weeks as previously, the transit time from San Francisco to Sydney being reduced from twenty-five to twenty-one days, and mails being delivered en route at Pago Pago.

Advantage is also taken of the opportunities offered for the dispatch of correspondence for the Colonies by means of the Canadian line of steamers sailing from Vancouver, British Columbia, once every four weeks.

The steamers above referred to call at Honolulu, and the Oceanic Steamship Company dispatches an additional vessel every month to that port. Besides, most of the steamers en route for Japan and China usually call at Honolulu, so that there are not less than seven opportunities a month for communication by mail with Hawaii, and generally there are not less than eight, in addition to occasional dispatches by means of naval vessels and army transports.

Mails for Japan, China, and the Australasian Colonies are forwarded from San Francisco to Honolulu, to be transferred there to steamers sailing from Vancouver and calling at Honolulu en route to those countries; and mails for the United States arriving at Honolulu by steamers bound for Vancouver are transferred to steamers sailing from Honolulu to San Francisco. By such transfers the delivery of the mails so transferred is expedited by three or four days.

CASUALTIES.

The steamer *Parana*, which sailed from New York on the 29th of September, 1900, for Brazil, was wrecked in October. Her mails were contained in 62 sacks, none of which have been reported as recovered.

The steamer *Rio de Janeiro*, arriving from China and Japan, was wrecked at the mouth of the harbor of San Francisco on the 22d of February last. Thirteen sacks containing mail matter were recovered; the remainder were lost.

OFFICE WORK.

During the year 24,347 communications were received, entered in brief in "Letters received," and acted upon, of which 6,095 were in foreign languages and were translated; 7,114 were referred by "slip" to other officials, and the remainder involved the preparation of 5,829 letters, which were signed, press-copied, briefed, and indexed. Besides this, 43,111 printed circulars and documents were mailed to various addresses unaccompanied by letters.

The work has been accomplished by a force of seven clerks (four male and three female) in addition to the chief clerk, and to their energy and industry is due the fact that the business of the office is up to date.

APPENDIX.

I append hereto statistical tables showing the number of post-offices and employees; number of letter boxes for the use of the public; proportion of postoffices and of articles of mail matter to area and population; length of mail routes and number of miles traveled annually thereon; number of articles received and dispatched in international mails and by parcels post; postal revenues and expenditures, and subsidies paid to steamship companies, relating to various countries of the

Postal Union during the year 1898, which have been collated from the most recent statistical tables published by the International Bureau of the Universal Postal Union.

These statistics show that:

As regards post-offices and employees, the United States stands first, Germany, Great Britain, British India, Russia, and France coming next in the order named, as regards post-offices; and Germany, Great Britain, France, Russia, British India, and Japan, as regards employees;

As regards letter boxes for the use of the public, Germany stands first, followed by the United States, France, Great Britain, Japan, and British India;

As regards the proportion of post-offices to area, Switzerland stands first, followed by Great Britain, Germany, the Netherlands, Belgium, and Portugal; the United States standing fifteenth, owing to its vast area; while as regards the proportion of post-offices to the population, New Zealand ranks first, followed by Canada, South Australia, New South Wales, Victoria, Switzerland, and the United States;

As regards the number of articles of mail matter received by, and sent to, each inhabitant, the United States stands first, and is followed by New South Wales, Great Britain, Victoria, New Zealand, and Switzerland;

As regards length of mail routes on railroads and the annual transportation on the same, the United States stands first, followed by Russia, Germany, France, British India, and Austria;

As regards the number of prints and commercial papers sent, the United States stands first, while Germany, France, Mexico, and Austria follow in the order named;

And that the amount expended during the year for the postal service in the United States exceeds by eleven millions the amount expended by Germany, which was the largest expenditure for the same purpose in any of the other great countries of the world.

It is, therefore, not saying too much to state that in most of the more important relations of the postal service, as shown by statistics, the United States leads the world, although, owing to our peculiar conditions, some of the special services in force in many European countries have not yet been adopted by us.

COMPARATIVE STATISTICS 1890-1899.

To show the progress made in the postal service during ten years, a comparison has been instituted between the "International Postal Statistics" for the year 1890 (given in my report for the fiscal year ended June 30, 1892) and those for the year 1899 (given in the present report), which shows some surprising results.

In these comparative statistics only those Tables of the "International statistics" have been considered which most clearly indicate the progress made in the postal facilities offered to the public and the degree to which these facilities are made use of. The comparison has been limited to the eight great world powers, which are given in the order of their rank from a postal standpoint.

Post offices.—Increase: (1) Germany, 18,643 (74.6 per cent); (2) United States, 12,792 (20.1 per cent); (3) Russia, 6,266 (77.7 per cent); (4) Great Britain, 3,139 (17.2 per cent); (5) Italy, 2,449 (43.8 per cent); (6) France, 2,423 (32.5 per cent); (7) Austria, 1,460 (30.5

per cent); (8) Japan, 457 (12.4 per cent); smallest increase in the Netherlands, 38 (2.9 per cent).

Employees.—Increase: (1) Germany, 78,496 (60.4 per cent); (2) United States, 54,043 (33.2 per cent); (3) Great Britain, 49,007 (41.6 per cent); (4) Japan, 35,036 (241 per cent); (5) Austria, 16,982 (57.4 per cent); (6) France, 9,130 (14.6 per cent); (7) Russia, 7,884 (17.2 per cent). The smallest increase was in Luxemburg, viz, 108 (25.2 per cent); while Italy showed a decrease of 2,258 (9.7 per cent).

Number of letter boxes.—Increase: (1) United States, 61,685 (133 per cent); (2) Germany, 30,834 (36.4 per cent); (3) Japan, 17,523 (66.1 per cent); (4) Great Britain, 13,985 (34.4 per cent); (5) Austria, 9,241 (69.4 per cent); (6) France, 8,044 (12.9 per cent); (7) Russia, 6,218 (53.7 per cent); (8) Italy, 3,354 (18 per cent). The smallest increase was in Spain, viz, 498 (4 per cent).

Number of articles to each inhabitant.—The increase during the ten years is as follows: (1) United States, from 65 to 106.6=41.6; (2) Germany, from 34.1 to 55.5=21.4; (3) Austria, from 19.9 to 38.0=18.1; (4) Great Britain, from 68.6 to 86.5=17.9; (5) France, from 40.5 to 50.8=10.3; (6) Italy, from 14.0 to 22.8=8.8; (7) Japan, from 5.4 to 14.0=8.6; (8) Russia, from 2.2 to 3.9=1.7. The smallest increase was in the independent State of Kongo, viz, from 0.001 to 0.006=0.005.

Length of mail routes on railroads.—Increase: (1) United States, 20,940 miles (13.4 per cent); (2) Russia, 13,070 (66.6 per cent); (3) Germany, 5,346 (20.6 per cent); (4) Austria, 3,357 (27 per cent); (5) Japan, 2,287 (174. per cent); (6) France, 910 (3.6 per cent). The smallest increase was in Norway, viz, 315 (31.8 per cent). Neither Great Britain nor Italy had furnished to the International Bureau any statistics regarding mail routes on railroads.

Number of articles of mail matter of every kind dispatched.—Increase: (1) Austria, 158,466,430 (258 per cent); (2) Germany, 78,413,970 (72.8 per cent); (3) United States, 43,775,535 (47.1 per cent); (4) France, 34,652,936 (36.2 per cent); (5) Russia, 13,000,890 (74.5 per cent); (6) Italy, 11,888,734 (48.8 per cent); (7) Japan, 1,734,186 (201 per cent). The smallest increase was in the Independent State of Kongo, viz, 101,012 (430 per cent). Great Britain made no report to the International Bureau.

Postal income.—Increase: (1) Germany, \$40,891,726.66 (66.7 per cent); (2) United States, \$34,139,286.25 (56.7 per cent); (3) Russia, \$21,418,228.84 (136 per cent); (4) Great Britain, \$17,613,236.25 (37 per cent); (5) France, \$10,591,869.43 (27.1 per cent); (6) Austria, \$5,097,254 (33.8 per cent); (7) Japan, \$5,016,651.93 (169 per cent); (8) Italy, \$2,445,305.57 (27.8 per cent). The smallest increase was in Siam, viz, \$7,714.60 (47.1 per cent).

I am, very respectfully, your obedient servant,

N. M. BROOKS,
Superintendent of Foreign Mails.

The SECOND ASSISTANT POSTMASTER-GENERAL.

APPENDIX.

INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1899.

[From "Statistique générale du Service Postal," published by the International Bureau of the Universal Postal Union, Berne, Switzerland, 1901.]

In the following Tables a number of countries in the Postal Union are omitted because they failed to furnish the International Bureau with their postal statistics:

Number of post-offices and officers and employees.

Country.	Post-offices.		Country.	Officers and employees.	
	Rank.	Number.		Rank.	Number.
United States.....	1	76,285	United States.....	1	216,751
Germany.....	2	43,613	Germany.....	2	208,441
Great Britain.....	3	21,945	Great Britain.....	3	167,066
British India.....	4	12,570	France.....	4	71,330
Russia.....	5	11,064	Russia.....	5	58,836
France.....	6	9,872	British India.....	6	53,489
Canada.....	7	9,628	Japan.....	7	47,581
Italy.....	8	8,041	Austria.....	8	46,522
Austria.....	9	6,235	Italy.....	9	20,867
Hungary.....	10	4,836	Hungary.....	10	20,573
Japan.....	11	4,129	Canada.....	11	17,532
Switzerland.....	12	3,691	Switzerland.....	12	11,396
Spain.....	13	3,274	Mexico.....	13	9,724
Roumania.....	14	3,273	Netherlands.....	14	7,282
Sweden.....	15	3,069	Roumania.....	15	7,226
Portugal.....	16	2,810	Sweden.....	16	6,897
Brazil.....	17	2,687	Belgium.....	17	6,686
Norway.....	18	2,363	Brazil.....	18	6,565
New South Wales.....	19	2,156	Denmark.....	19	6,346
Bulgaria.....	20	2,001	New South Wales.....	20	6,211
Mexico.....	21	1,972	Portugal.....	21	5,911
Argentine Republic.....	22	1,830	Argentine Republic.....	22	4,697
New Zealand.....	23	1,629	Victoria.....	23	4,583
Victoria.....	24	1,608	Norway.....	24	3,649
Netherlands East Indies.....	25	1,466	Bulgaria.....	25	3,537
Netherlands.....	26	1,315	Spain.....	26	3,325
Denmark.....	27	1,126	New Zealand.....	27	2,187
Belgium.....	28	1,120	Chile.....	28	1,951
Turkey.....	29	1,031	Peru.....	29	1,723
Egypt.....	30	820	Netherlands East Indies.....	30	1,718
Chile.....	31	723	Turkey.....	31	1,506
South Australia.....	32	692	Egypt.....	32	1,429
Uruguay.....	33	638	South Australia.....	33	1,154
Greece.....	34	401	Uruguay.....	34	1,041
Peru.....	35	359	Greece.....	35	1,011
Tunis.....	36	308	Bosnia-Herzegovina.....	36	663
Siam.....	37	175	Siam.....	37	635
Bolivia.....	38	139	Bolivia.....	38	600
Costa Rica.....	39	85	Luxemburg.....	39	536
Luxemburg.....	40	84	Tunis.....	40	536
Bosnia-Herzegovina.....	41	84	Costa Rica.....	41	142
Kongo.....	42	32	Kongo.....	42	77

Number of letter boxes for the use of the public.

Country.	Letter boxes.		Country.	Letter boxes.	
	Rank.	Number.		Rank.	Number.
Germany	1	115,490	Norway	22	8,427
United States	2	107,747	New Zealand	23	2,214
France	3	70,850	Bulgaria	24	2,121
Great Britain	4	54,628	Argentina	25	2,040
Japan	5	44,002	Egypt	26	1,109
British India	6	42,799	Chile	27	1,064
Austria	7	22,553	Mexico	28	1,055
Italy	8	21,972	Uruguay	29	755
Russia	9	17,795	Netherlands East Indies	30	605
Spain	10	12,792	Luxemburg	31	603
Canada	11	11,102	Greece	32	601
Denmark	12	10,115	Peru	33	427
Hungary	13	9,579	Turkey	34	402
Switzerland	14	9,449	Tunis	35	395
Belgium	15	7,890	Slam	36	313
Brazil	16	6,632	Bosnia-Herzegovina	37	309
Portugal	17	5,754	South Australia	38	197
Roumania	18	4,935	Costa Rica	39	66
Sweden	19	4,882	Bolivia	40	37
Netherlands	20	4,249	Kongo	41	32
New South Wales	21	3,546			

. Proportion of post-offices to area and population.

Country.	Proportion of post-offices to area.		Country.	Proportion of post-offices to population.	
	Rank.	Square miles to each post-office.		Rank.	Population to each post-office.
Switzerland	1	11.8	New Zealand	1	492
Great Britain	2	14.4	Canada	2	513
Germany	3	14.9	South Australia	3	536
Netherlands	4	25.2	New South Wales	4	688
Belgium	5	27.9	Victoria	5	730
Portugal	6	33	Switzerland	6	833
Luxemburg	7	33.7	United States	7	840
Italy	8	37.3	Norway	8	949
Denmark	9	47.2	Uruguay	9	1,375
Roumania	10	47.3	Germany	10	1,438
Austria	11	51.2	Roumania	11	1,566
France	12	54.6	Portugal	12	1,809
Hungary	13	76.5	Great Britain	13	1,852
Japan	14	100.7	Sweden	14	1,963
United States	15	138.1	Denmark	15	2,604
Norway	16	139.4	Luxemburg	16	2,826
Victoria	17	143.4	Argentine Republic	17	2,861
Greece	18	158.6	Costa Rica	18	3,168
Spain	19	160.7	Italy	19	3,642
New Zealand	20	166.7	Tunis	20	3,716
Sweden	21	170.7	France	21	3,918
Uruguay	22	293	Netherlands	22	3,920
British India	23	334.8	Austria	23	4,079
New South Wales	24	373.5	Hungary	24	4,146
Tunis	25	436.9	Chile	25	5,425
Bulgaria	26	499.6	Spain	26	5,763
Bosnia-Herzegovina	27	623	Brazil	27	5,986
Costa Rica	28	744.6	Greece	28	6,069
Egypt	29	745.7	Belgium	29	6,399
Canada	30	948.9	Mexico	30	6,727
Mexico	31	1,069.3	Peru	31	8,643
Chile	32	1,131	Japan	32	11,525
Netherlands East Indies	33	1,314.5	Russia	33	12,112
Argentine Republic	34	2,024.4	Egypt	34	12,962
Russia	35	2,103	Bolivia	35	14,530
Turkey	36	2,801.5	Bulgaria	36	16,088
Brazil	37	3,123.1	Bosnia Herzegovina	37	19,238
South Australia	38	3,353.8	Netherlands East Indies	38	23,149
Slam	39	3,700	Turkey	39	23,778
Peru	40	5,043.2	British India	40	34,200
Bolivia	41	9,598.6	Slam	41	34,286
Kongo	42	135,000	Kongo	42	2,000,000

Number of articles of mail matter of every kind, ordinary and registered, domestic and foreign, received and sent, to each inhabitant.

Country.	Rank.	Number of articles.	Country.	Rank.	Number of articles.
United States	1	106.6	Hungary	22	15.7
New South Wales	2	92.9	Uruguay	23	14.7
Great Britain	3	86.5	Japan	24	14
Victoria	4	86	Portugal	25	11.6
New Zealand	5	82.1	Roumania	26	11.3
Switzerland	6	71.5	Tunis	27	10.1
Belgium	7	62.9	Mexico	28	8.5
South Australia	8	61.9	Costa Rica	29	8
Germany	9	56.5	Bulgaria	30	5.6
Netherlands	10	54.9	Greece	31	5.5
Argentine Republic	11	53.9	Bosnia-Herzegovina	32	4
France	12	50.8	Russia	33	3.9
Canada	13	44.8	Brazil	34	3.6
Austria	14	38	Peru	35	2.7
Denmark	15	37.3	Egypt	36	2.5
Luxemburg	16	34.5	British India	37	1.7
Italy	17	22.8	Turkey	38	.71
Norway	18	20	Netherlands East Indies	39	.56
Sweden	19	19.2	Bolivia	40	.39
Spain	20	16.9	Siam	41	.11
Chile	21	16.1	Kongo	42	.006

Length of mail routes.

Country.	Railroads.		All other roads.	
	Rank.	Miles.	Rank.	Miles.
United States	1	176,629	1	320,048
Russia	2	32,681	3	148,340
Germany	3	31,250	5	63,177
France	4	25,660	15	33,533
British India	5	20,761	4	106,355
Austria	6	15,894	8	52,250
Canada	7	15,835	10	48,649
Hungary	8	10,785	14	36,675
Italy	9	10,437	13	36,745
Argentine Republic	10	8,575	11	46,616
Mexico	11	7,800	9	48,753
Sweden	12	6,568	17	24,049
Netherlands East Indies	13	4,488	7	53,650
Belgium	14	3,938	37	582
Netherlands	15	3,732	22	12,371
Japan	16	3,601	6	58,592
Victoria	17	3,101	24	9,716
Roumania	18	3,064	33	2,744
New Zealand	19	3,018	18	22,358
New South Wales	20	2,872	16	32,889
Switzerland	21	2,496	30	4,048
Portugal	22	2,453	28	10,701
Chile	23	2,406	29	17,090
South Australia	24	1,883	21	13,306
Egypt	25	1,847	29	5,430
Denmark	26	1,762	31	3,947
Norway	27	1,301	12	43,151
Uruguay	28	1,261	27	6,084
Brazil	29	1,021	2	178,642
Peru	30	925	25	7,496
Bulgaria	31	837	34	2,076
Greece	32	536	28	5,460
Tunis	33	499	32	3,155
Bosnia-Herzegovina	34	457	36	1,196
Bolivia	35	265	19	18,884
Luxemburg	36	251	38	909
Kongo	37	247	35	1,931
Siam	38	114	26	7,253

Parcels post.

PARCELS RECEIVED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Austria	1	6,188,660	5,049,810	1,088,860	\$60,996,776.74
Hungary	2	5,886,100	5,462,880	432,770	8,798,406.80
Germany	3	5,436,257	5,089,982	346,325	28,179,719.63
Switzerland	4	2,374,823	2,256,662	118,161	9,368,608.89
France	5	1,886,868	1,750,481	85,372	3,685,200.28
Italy	6	1,147,085	1,077,615	69,420	2,746,768.96
Great Britain	7	1,133,220	961,846	171,374	.....
Belgium	8	914,045	881,736	32,309	23,937.79
Netherlands	9	627,009	606,894	20,015	1,240,127.29
Roumania	10	556,375	397,875	158,500	4,666,479.75
Denmark	11	546,224	520,731	25,493	4,244,439.79
Russia	12	478,093	392,542	80,551	8,145,025.37
Spain	13	418,974	418,974	.....	.....
Bosnia-Herzegovina	14	267,709	192,006	75,709	5,660,585.15
Norway	15	240,900	228,200	12,700	3,597,925.30
Sweden	16	239,473	221,925	17,548	2,262,298.14
Luxemburg	17	228,968	220,988	8,015	784,297.96
Mexico	18	134,243	134,243	.....	.....
Tunis	19	131,102	122,652	8,450	96,307.26
British India	20	130,966	114,890	16,076	243,737.77
Egypt	21	123,000	111,000	12,000	183,167.00
Portugal	22	78,675	71,121	2,554	152,422.33
New South Wales	23	61,690	.....	61,690	1,013,602.03
Netherlands East Indies	24	41,566	41,566	.....	.....
Bulgaria	25	41,472	41,472	.....	.....
Victoria	26	36,738	36,738	.....	.....
Greece	27	30,150	30,150	.....	.....
New Zealand	28	20,631	20,631	.....	.....
Bolivia	29	13,006	13,006	.....	.....
Japan	30	8,376	8,376	.....	.....
Chile	31	8,207	8,207	.....	.....
Uruguay	32	7,047	7,047	.....	.....
Costa Rica	33	5,751	5,751	.....	.....
Kongo	34	3,429	3,429	.....	.....
Siam	35	1,798	1,798	.....	.....
Turkey	36	1,320	.....	1,320	96,307.26

PARCELS DISPATCHED IN THE INTERNATIONAL MAILS.

Austria	1	9,578,280	8,249,000	1,324,280	\$64,313,629.54
Germany	2	8,277,152	8,061,066	226,086	22,036,479.28
France	3	4,066,622	3,771,289	284,333	8,569,137.06
Hungary	4	1,922,934	1,684,282	238,652	6,489,726.90
Switzerland	5	1,520,651	1,291,490	229,161	24,767,904.81
Great Britain	6	1,468,821	1,468,821	.....	.....
Italy	7	740,004	710,793	29,211	1,851,928.41
Belgium	8	476,598	461,643	14,950	27,704.18
Netherlands	9	272,098	259,570	12,528	1,123,811.59
Roumania	10	237,206	77,070	160,138	2,362,851.01
Luxemburg	11	125,172	119,183	5,989	960,632.22
British India	12	121,502	99,882	21,620	581,231.66
Bosnia Herzegovina	13	113,548	69,215	44,333	5,640,429.44
Denmark	14	90,416	82,749	7,667	657,375.06
Spain	15	82,782	82,782	.....	.....
Russia	16	66,217	15,806	50,412	3,757,803.41
Sweden	17	65,739	60,916	4,823	7,067,214.78
New South Wales	18	64,213	.....	64,213	922,997.73
Egypt	19	61,320	60,000	1,320	42,663.00
Victoria	20	53,977	53,771	206	8,635.00
Norway	21	34,298	29,823	4,470	1,789,564.51
Tunis	22	28,174	27,432	742	16,964.12
Mexico	23	21,214	21,214	.....	.....
Bolivia	24	11,923	11,923	.....	.....
Netherlands East Indies	25	10,063	10,063	.....	.....
New Zealand	26	9,576	9,576	.....	.....
Greece	27	5,975	5,975	.....	.....
Japan	28	5,333	5,333	.....	.....
Portugal	29	4,966	4,863	102	2,790.20
Bulgaria	30	4,916	4,916	.....	.....
Chile	31	4,436	4,436	.....	.....
Uruguay	32	2,480	2,480	.....	.....
Turkey	33	1,694	.....	1,694	83,947.93
Costa Rica	34	676	676	.....	.....
Siam	35	496	496	.....	.....
Kongo	36	107	107	.....	.....

Postal income and expenditure.

Country.	Rank.	Income.	Country.	Rank.	Expenditure.
Germany	1	\$102,155,068.96	United States	1	\$101,435,269.98
United States	2	95,021,384.17	Germany	2	90,441,824.49
Great Britain	3	65,144,687.70	Great Britain	3	47,117,662.77
France	4	49,590,051.03	France	4	36,388,337.18
Russia	5	37,174,992.02	Russia	5	27,117,814.14
Austria	6	20,124,708.88	Austria	6	17,354,906.43
Italy	7	11,211,440.25	Italy	7	10,790,180.05
Hungary	8	8,782,827.68	Japan	8	7,667,112.36
Japan	9	7,985,047.61	Hungary	9	6,313,669.81
Switzerland	10	6,557,020.92	Switzerland	10	6,019,452.08
British India	11	5,968,844.31	Argentine Republic	11	5,981,406.31
Canada	12	4,841,517.20	British India	12	5,802,917.06
Belgium	13	4,657,25.93	Brazil	13	5,227,638.91
Spain	14	4,261,984.80	Canada	14	4,900,075.70
Netherlands	15	3,825,052.66	New South Wales	15	3,402,424.21
Brazil	16	3,710,703.11	Netherlands	16	2,984,575.73
New South Wales	17	3,657,992.59	Sweden	17	2,832,728.33
Argentine Republic	18	3,376,632.81	Belgium	18	2,663,077.64
Sweden	19	3,063,906.06	Victoria	19	2,498,478.86
Victoria	20	2,750,008.01	Spain	20	2,809,862.75
Denmark	21	2,116,986.94	Mexico	21	2,169,963.92
Mexico	22	1,806,198.27	Denmark	22	2,095,117.21
Roumania	23	1,712,337.94	Roumania	23	1,601,106.16
New Zealand	24	1,582,135.41	Norway	24	1,227,033.04
Norway	25	1,292,473.86	New Zealand	25	1,007,763.03
Turkey	26	1,213,370.56	Portugal	26	832,224.15
Portugal	27	1,166,423.72	Netherlands East Indies	27	780,163.64
Egypt	28	651,707.73	Bulgaria	28	569,297.62
South Australia	29	649,370.92	South Australia	29	563,950.82
Bulgaria	30	601,817.73	Egypt	30	542,937.56
Netherlands East Indies	31	557,336.67	Chile	31	385,646.81
Greece	32	376,421.80	Greece	32	378,029.10
Uruguay	33	371,882.91	Uruguay	33	372,756.94
Chile	34	370,993.18	Turkey	34	338,383.28
Luxemburg	35	330,021.58	Luxemburg	35	317,347.72
Tunis	36	260,276.07	Tunis	36	228,309.68
Bosnia-Herzegovina	37	219,459.53	Bosnia-Herzegovina	37	189,883.63
Peru	38	155,006.25	Peru	38	154,689.50
Kongo	39	84,681.73	Siam	39	48,582.92
Siam	40	24,073.08			

Postal surplus and deficiency.

Country.	Rank.	Surplus.	Country.	Rank.	Deficiency.
Great Britain	1	\$18,027,024.93	United States	1	\$6,413,886.81
France	2	13,201,713.90	Argentine Republic	2	2,554,772.50
Germany	3	11,713,229.47	Brazil	3	1,516,935.80
Russia	4	10,057,329.25	Mexico	4	363,770.65
Austria	5	2,769,802.45	Netherlands East Indies	5	222,326.97
Hungary	6	2,469,157.87	Canada	6	58,558.50
Belgium	7	2,114,748.29	Bulgaria	7	37,479.79
Spain	8	1,962,122.06	Siam	8	24,509.84
Netherlands	9	890,476.96	Chile	9	15,553.63
Turkey	10	875,487.28	Greece	10	1,607.30
British India	11	655,927.25	Uruguay	11	873.43
New Zealand	12	574,372.38			
Switzerland	13	538,168.84			
Italy	14	421,260.20			
Portugal	15	334,399.57			
Japan	16	317,935.25			
Victoria	17	257,129.65			
New South Wales	18	255,268.88			
Sweden	19	231,177.73			
Roumania	20	111,733.78			
Egypt	21	108,770.07			
South Australia	22	86,020.10			
Norway	23	65,440.82			
Tunis	24	31,966.39			
Bosnia-Herzegovina	25	29,575.90			
Denmark	26	20,981.73			
Luxemburg	27	12,673.81			
Peru	28	916.75			

Subsidies paid to steamship companies.¹

Country.	Rank.	Annual sub- sidy.	Country.	Rank.	Annual sub- sidy.
France	1	\$5,153,494.23	New Zealand	9	\$38,143.07
Great Britain	2	3,714,146.30	Denmark	10	60,205.50
Italy	3	1,875,523.01	Netherlands, East Indies	11	46,341.01
Spain	4	1,001,182.70	Belgium	12	45,028.67
British India	5	812,425.70	Greece	13	40,402.19
Netherlands	6	236,180.09	Egypt	14	30,108.00
New South Wales	7	206,090.50	Peru	15	4,439.00
Victoria	8	110,124.46			

¹ The amounts given in this table are the sums which were reported to the International Bureau as bona fide subsidies paid to the steamship companies irrespective of the quantity of mail carried. Other countries, e. g., Germany, Austria, Russia, etc., pay large subsidies to steamship companies, but the amounts were not reported to the International Bureau.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL

FOR

THE YEAR ENDING JUNE 30, 1901.

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
THIRD ASSISTANT POSTMASTER-GENERAL,
Washington.

SIR: I have the honor to submit the following report for the fiscal year ending June 30, 1901. The postal subjects within the jurisdiction of this Bureau are—

First. The financial system, involving the receipt and disposal of all moneys coming directly to the Department, the collection of all moneys due the Department, the payment, by warrant or draft, of accounts chargeable against appropriations for the postal service, the designation of depositories for postal funds, and the supervision and instruction of all postmasters relative to the disposition of the postal revenue from whatever source.

Second. The supervision and collection of postal revenue through the issue of stamped paper of all kinds, the keeping of postmasters' accounts, and the redemption of spoiled or damaged stamped paper.

Third. The classification of domestic mail matter, involving the determination of the admissibility of publications to the second class of mail matter, the supervision of those therein, keeping of the necessary records in connection therewith, and the instruction of postmasters relative thereto.

Fourth. The supervision of the special-delivery system.

Fifth. The supervision of proposals and letting of contracts for furnishing the Department with postage stamps, stamped envelopes, registered-package, tag, official, and dead-letter envelopes, envelopes for the use of the several Executive Departments, and postal cards.

Sixth. The registry system, involving the supervision of the registered-mail service and the record forms used therein, the establishment and control of all registered-pouch exchanges, and the instruction of all postal officers relative thereto.

FINANCIAL STATEMENT.

The postal revenue for the year and the total actual expenditures are as follows:

Ordinary postal revenue, consisting of—	
Sales of postage stamps, stamped envelopes, newspaper wrappers, and postal cards	\$102, 023, 473. 03
Second-class postage (pound rate) paid in money	4, 294, 445. 73
Receipts from box rents	2, 915, 853. 14
Letter postage paid in money (made up principally of balances due from foreign administrations)	199, 412. 68
Miscellaneous receipts	52, 172. 01
Fines and penalties	30, 829. 30
Receipts from unclaimed dead letters	15, 592. 78
Total ordinary postal revenue	109, 531, 778. 67
Receipts from money-order business	1, 668, 659. 29
Receipts from unpaid money orders more than one year old	430, 755. 43
Total receipts from all sources	111, 631, 193. 39
Expenditures:	
Actual amount of expenditures for the service of the year ending June 30, 1901 (which includes all the expenditures made on account of the year up to three months after its close)	\$115, 039, 607. 09
Expenditures during the year on account of previous years	515, 313. 78
	115, 554, 920. 87
Excess of expenditures over receipts	3, 923, 727. 48

The outstanding liabilities at the close of the year and the cost of transporting the mails over the subsidized Pacific railroads that have not yet settled their bonded accounts with the Government (the latter item amounting to \$592,370.28) are not included in the foregoing statement.

The following comparisons with the totals of the preceding year are presented:

Total receipts for 1900	\$102, 354, 579. 29
Total receipts for 1901	111, 631, 193. 39
Increase for 1901	9, 276, 614. 10
Per cent of increase	9. 0
Total expenditures for 1900	107, 740, 267. 99
Total expenditures for 1901	115, 554, 920. 87
Increase for 1901	7, 814, 652. 88
Per cent of increase	7. 2
Total deficiency for 1900	5, 385, 688. 70
Total deficiency for 1901	3, 923, 727. 48
Decrease of deficiency for 1901	1, 461, 961. 22
Per cent of decrease	27. 1

Detailed statements of postal receipts and expenditures by items will be found in Tables Nos. 2, 3, and 4 in this report.

LOSSES BY BURGLARY, FIRE, BAD DEBTS, AND COMPROMISES.

During the year, in cases of loss by burglary and fire, where compromises with debtors were found to be necessary, and in others where outstanding debts proved to be uncollectible, the Department suffered losses amounting altogether to \$57,793.23.

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the General Treasury within the last fiscal year on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue—

For 1898 and prior years.....	\$1,345.17
For 1899.....	1,000,000.00
For 1901.....	4,000,000.00
Total.....	5,001,345.17

TRANSACTIONS AT TREASURY DEPOSITORIES.

The account during the year shows the following receipts and disbursements at Treasury depositories, viz:

Amount of outstanding warrants June 30, 1900	\$265,019.57
Balance subject to draft June 30, 1900.....	8,222,913.43
Deposits:	
On account of postal revenue.....	\$48,428,526.79
On account of grants from the General Treasury.....	5,001,345.17
	53,429,871.96
Total.....	61,652,785.39
Amount of warrants paid during the year ending June 30, 1901	52,031,268.30
Balance at depositories.....	9,621,517.09
Amount of outstanding warrants June 30, 1901	341,389.36
Balance subject to draft June 30, 1901.....	9,280,127.73

Of the \$53,429,871.96 deposited on account of postal revenue, \$23,378.84 came through national-bank depositories. The balance remaining in national-bank depositories at the close of the year was \$9,712.99.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE POSTAL SERVICE COMING UNDER THE THIRD ASSISTANT POSTMASTER-GENERAL.

The specific appropriations for the postal service coming under the control of this office during the year (see Table No. 2) amounted to \$1,160,100, and the expenditures out of these appropriations to \$1,119,647.58, leaving an unexpended balance of \$40,452.42. These figures do not comprehend expenditures for special-delivery business, which amounted to \$542,128.01 for fees and \$2,657.37 for car fare for messengers in emergency cases (a total of \$544,785.38), because no specific appropriations were made therefor, the law simply authorizing these expenditures, whatever they might amount to, to be paid out of the receipts of the special-delivery system.

NOTE.—Specific appropriations have been made for the fiscal year ending June 30, 1902, providing funds for special-delivery fees and car fare for special-delivery messengers in emergent cases.

There are unexpended balances in each item of the appropriations excepting two, viz, that for the "Manufacture of postage stamps" and for "Registered-package, tag, official, and dead-letter envelopes."

The increase of expenditures for special-delivery business was as follows:

On account of fees paid for the immediate delivery of matter bearing special-delivery stamps, \$64,943.04, or 13.6 per cent.

For car fare of special-delivery messengers in emergent cases, \$504.17, or 23.41 per cent.

The total increase of expenditures for special-delivery business during the year was \$65,447.21, or 13.6 per cent.

The estimates of appropriations for the service coming under control of this office during the coming fiscal year, ending June 30, 1903, amount to \$2,155,000, which is \$184,200 in excess of the appropriations for the year ending June 30, 1902. This excess is on account of the estimated increase in the cost of manufacture of stamped paper (postage stamps, special-delivery stamps, and books of stamps, stamped envelopes and newspaper wrappers, and postal cards), the estimated increase for distribution of postal cards and expenses of the postal-card agency, the cost of manufacture of registered-package, tag, official, and dead-letter envelopes, the increased indemnity for lost registered matter, and the increase in special-delivery fees. Details of these estimates will be found in statement No. 1, on page 52 of this report.

POSTAL FINANCE DIVISION.

The operations of this division during the year will appear from the following statement:

The number of accounts of contractors and other creditors of the Government on account of mail service received and examined was 185,797, requiring the recording, drawing, and mailing of the same number of warrants. The total amount covered by these warrants was \$52,107,638.09; the number of drafts drawn on account of balances due present and late postmasters was 4,333, amounting to \$1,584,646.53, making a total amount covered by warrants and drafts of \$53,692,284.62. The number of new contracts for mail service received, examined, and entered in books kept in this division was 7,966, and the number of orders of the Postmaster-General affecting the mail service, entered in ledgers, was 36,132.

The work of this division has very materially increased during the past two years by reason of the rural free-delivery service, the rural carriers being paid by warrant monthly and the clerks in that service semimonthly, while all other mail service is paid for quarterly.

During the fiscal year ending June 30, 1900, upward of 10 per cent of the work incident to issuing warrants was on account of rural free-delivery service, while during the fiscal year ending June 30, 1901, 20 per cent of the warrants issued were on that account, an increase of 100 per cent over the preceding year.

Transcripts were received weekly from the United States Treasury and 9 subtreasuries, and monthly from 56 designated national-bank depositories, comprehending financial transactions aggregating \$61,501,982.33.

Accounts were also kept with the Treasurer and assistant treasurers and with all these designated depositories.

About 22,000 circulars were sent to postmasters, containing instructions relative to the deposit of their postal balances.

The number of letters written on the subject of postal finance was 3,710, and the number of cases for investigation of the accounts of present and late postmasters made up and placed in the hands of the Fourth Assistant Postmaster-General (division of mail depredations and post-office inspectors) was 233.

FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE POSTAL FINANCE DIVISION DURING THE YEAR.

The money received from postmasters erroneously remitting to this office balances due the Government, from collections made by the chief post-office inspector on account of defaulting postmasters and the recovery of postal remittances lost in transit, from stamp collectors and others for the purchase of stamps, stamped envelopes, etc., and from bills of exchange covering balances due by foreign postal administrations amounted to \$83,752.16, the disposition of which was as follows:

Amount received	\$83,752.16
Amount deposited with the Treasurer of the United States at Washington, D. C.	11,789.79
Amount deposited with the assistant treasurer of the United States at New York, N. Y.	71,605.36
Amount returned to remitters	152.08
Amount used in the purchase of stamps, stamped envelopes, and postal cards which were sent to the persons ordering them	86.04
Amount turned over to the postmaster at Washington, D. C.	111.68
Amount turned over to the Auditor	7.21
Total	83,752.16

DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found and that realized from the auction sale of unclaimed articles accumulated in the Dead-Letter Office aggregated \$15,605.69.

This money was disposed of as follows:

Amount received	\$15,605.69
Amount in current funds deposited in the Treasury at Washington, D. C.	15,148.02
Amount realized from the sale of foreign and uncurrent funds by the postmaster at New York and deposited with the assistant treasurer at New York	399.23
Total amount deposited	15,547.25
Amount of loss sustained in the sale of uncurrent funds from counterfeits and from mutilated minor coin	58.44
Total	15,605.69

DIVISION OF POSTAGE-STAMP SUPPLIES AND POSTMASTERS' ACCOUNTS.

During the fiscal year the total number of pieces of stamped paper issued to postmasters was 5,701,033,286, in value \$104,739,002.49, an increase over the issue of the previous year of 379,208,412 pieces of stamped paper, or 7.12 per cent, and in value of \$7,073,861.35, or 7.24 per cent. To the value of these stamp supplies should be added \$46,984.23, the selling price of 4,698,423 stamp books over the value of the stamps contained therein, making the total number of pieces of stamped paper and stamp books issued by the Department 5,705,731,909, value \$104,785,986.72, an increase over last year of 381,643,795 articles, or 7.16 per cent, and of \$7,098,215.18, or 7.26 per cent.

In detail these issues and their comparative volume and value with those of the previous year are found in Tables Nos. 6, 7, and 8 of this report.

Statements by fiscal years of the total issues of the various kinds of stamped paper from the dates of first issues to and including the present year will be found in Tables Nos. 9, 10, and 11, pages 68, 69, and 70 of this report.

VALUE OF STAMPED ENVELOPES OVER THEIR COST.

The gross selling value of stamped envelopes and newspaper wrappers was \$15,356,072.57, and their postage value was \$14,399,470, leaving \$956,602.57 as the cost of their manufacture and distribution. The contract cost was \$570,415.37, after having deducted \$6.65 for envelopes misprinted or otherwise imperfect, leaving \$386,187.20 to defray the expense of distribution, in contrast with \$364,363.94 for the previous year.

OTHER ISSUES.

There were issued during the year 93,931,150 unstamped envelopes for official use. Of these, 1,592,100 were registered-package envelopes No. 8, large size; 14,619,300 were No. 7, small size; 1,876,400 were No. 9 tag envelopes for registered parcels, and the remaining 75,843,350 were envelopes of the "penalty" class, used for carrying communications for the Department, postmasters, and other employees. The contract cost for these envelopes was \$114,739.70.

BOOKS OF STAMPS.

The demand for postage stamps in book form has been satisfactory and has abundantly justified their issue, the total number of stamp books supplied to postmasters being 4,698,423, containing 84,435,396 2-cent stamps. The selling price of these books was \$1,735,692.15, which is \$46,984.23 over the face value of the stamps contained therein and \$24,952.89 over the cost of manufacture. At the cost of manufacture, \$22,031.34, the 4,698,423 stamp books have cost the Department \$4.69 per thousand. The demand has been found to be in about the proportion of 6 of the 12-stamp size, 2 of the 24-stamp size, and 1 of the 48-stamp size. The issue of stamps in this form is of decided advantage to the Department and is a recognized convenience to the public.

THE PAN-AMERICAN ISSUE OF POSTAGE STAMPS.

The stamps of this series, comprising six denominations, 1, 2, 4, 5, 8, and 10 cent, were placed on sale at post-offices May 1, 1901, and were withdrawn from sale October 31, 1901—the dates fixed for the opening and closing of the Pan-American Exposition at Buffalo, which they were issued to commemorate. After September 30 none of these stamps were issued by the Department to postmasters, who were, by an order published in the October supplement to the 1901 Postal Guide, directed to send to this office for redemption all unsold Pan-American stamps remaining on hand November 1. Following is a statement, by denominations, of the entire number of stamps of this series supplied postmasters by the Department during the period of their issue:

1-cent	91,401,500
2-cent	209,759,700
4-cent	5,737,100
5-cent	7,201,300
8-cent	4,921,700
10-cent	5,043,700
Total	324,065,000

A description of the Pan-American stamps was given in the report of this office for the year ending June 30, 1900.

STAMPED LETTER-SHEET ENVELOPES.

The sale of letter sheets during the past year amounted to 6,344, or 231 less than the number sold during the year ending June 30, 1900. They are no longer issued to postmasters, and it is purposed to discontinue their sale within a few weeks. New Orleans is now the only post-office having letter sheets on sale, and the remaining stock at that office will be ordered in to the Department for destruction.

REQUISITIONS FILLED.

The number of requisitions filled during the past year, compared with the number filled during the year ending June 30, 1900, is as follows:

Articles.	1900.	1901.	Increase.	Decrease.	Per cent.
Stamps:					
Ordinary	206,588	206,766	178		0.08
Pan-American		11,588	11,588	822	100.00
Stamp books	9,355	20,568	11,213		119.86
Postage-due	18,104	18,129	25		0.14
Envelopes:					
Ordinary stamped	87,106	86,589		517	0.59
Special-request	248,441	267,617	19,176		7.71
Registered-package	64,569	62,831		1,738	2.68
Registry-tag	11,252	13,468	2,216		19.70
Penalty	52,491	56,006	3,515		6.70
Postal cards	85,025	80,118		4,907	5.77
Total	782,931	822,625	40,694	8,084	5.19

¹ Net increase.

PARCELS SENT.

The number of parcels in which the foregoing supplies were packed and mailed is as follows:

Articles.	1900.	1901.	Increase.	Decrease	Per cent.
Stamps:					
Ordinary	217,629	216,933	.....	696	.08
Pan-American		12,043	12,043	.....	100
Stamp books	10,143	22,245	12,102	.....	119.31
Postage due	18,121	18,149	28	.....	.....
Envelopes:					
Ordinary stamped	124,881	127,947	3,066	.....	2.45
Special request	182,896	209,396	27,000	.....	14.80
Registered package	63,240	61,179	.....	2,061	3.25
Registry tag	10,332	12,295	1,963	.....	18.99
Penalty	73,162	76,376	3,214	.....	4.39
Postal cards	113,079	112,799	.....	280	.24
Total	812,968	869,362	56,416	8,037	16.98

¹ Net increase.

Postal cards in addition to those above mentioned were sent from the main agency at Piedmont, W. Va., to postmasters by freight to the number of 242,530,000, weighing 1,735,987 pounds—59 carloads. About 37 per cent of all postal cards issued to postmasters were so delivered direct from the main agency by freight.

The shipments by freight from the Piedmont agency to the various subagencies amounted to 416,700,000 cards, weighing 3,028,968 pounds—104 carloads. The total number of cards shipped by freight from Piedmont was 659,230,000, weighing 4,764,955 pounds—163 carloads, against 155 carloads shipped during the previous year.

In addition to the shipment of envelopes by mail, 16 shipments were made by freight from the main agency at Hartford, Conn., to five of the largest post-offices, and 9 carloads were shipped by freight to Albany and New York for distribution to various post-offices by mail. The total shipments from Hartford by freight, including those to the St. Louis subagency, amounted to 112,400,250 envelopes, weighing 1,056,750 pounds.

ISSUE OF POSTAL CARDS.

The number of postal cards issued to postmasters during the year from the agency at the place of manufacture and from the several subagencies is as follows:

Kind.	Main agency at Piedmont.	Troy sub-agency.	Cincinnati subagency.	St. Louis subagency.	Washington subagency.	Total.
A		65,500	185,500	127,500	68,500	447,000
D	1,000	2,518,750	2,168,500	2,212,750	1,942,750	8,843,750
E	46,400	244,350	242,100	400,400	118,300	1,051,550
F		2,500	2,500	8,750	1,250	10,000
H	261,538,500	73,766,000	104,468,500	128,910,000	81,931,000	648,604,000
K	20,000	263,000	182,000	70,500	123,000	658,500
Total	261,605,900	76,850,100	107,249,100	129,724,900	84,184,800	659,614,800

CHANGES IN DESIGN OF POSTAL CARDS.

At this time it is not purposed to alter the sizes of any of the postal cards to be manufactured under the new contract.¹ Following is a description of the design which has been adopted for the ordinary single card in place of the present "H" 1-cent card:

In the upper right-hand corner is a portrait of the late President McKinley, three-fourths face, looking to the left, with the words, "Postage One Cent" above and "1843—McKinley—1901" below the stamp and following its elliptical contour. The portrait used for the subject of the stamp is one which was preferred by Mr. McKinley himself. The stamp is practically devoid of ornament. To the left of the portrait are three straight lines of lettering, the top line being $1\frac{1}{8}$ inches below the upper edge of the card and containing in small capital letters the words, "The space above is reserved for postmark." The second line is made up of the words "Postal card," in large plain capitals. The third line is in the same type as the first and reads, "The space below is for the address only." In the upper left-hand corner is the coat of arms of the United States, its position balancing that of the stamp in the upper right-hand corner. Above the coat of arms, in the same style of capital letter used above the stamp, are the words, "United States," and below it the words, "of America," following the contour of the coat of arms. Black ink will be used in printing this card.

An important object attained in this new card is a clear space at the left of the stamp for postmark, thus correcting the cause for complaint of the card which it succeeds—that the device frequently rendered the postmark illegible.

It has been decided to designate this card the "McKinley" card, after the subject of the stamp thereon. The practice heretofore has been to designate postal cards of the various issues by succeeding letters of the alphabet, but it is believed the name of the subject will be a much more definite and satisfactory designation and one which will be much better understood by the postal service and the public generally. It is therefore purposed to follow this method in designating postal cards of future issues.

The Department has on hand at the several distributing subagencies a considerable stock of international postal cards and of the reply and small single domestic cards. It will not be necessary, therefore, to manufacture any of these cards for some time after the new contract takes effect, and the matter of changing their designs has not yet been taken up for consideration.

REMOVAL OF POSTAL CARD DISTRIBUTING AGENCY.

The manufacture of postal cards under the new contract at Rumford Falls, Me., will necessitate the removal of the United States postal-card agency to that place from Piedmont, W. Va., after November 30, 1901.

STAMPED ENVELOPE DISTRIBUTING SUBAGENCY.

By order of the Postmaster-General, dated February 14, 1901, and numbered 218, a subagency was established at St. Louis, Mo., under the supervision of the postmaster, for the distribution of ordinary

¹ For particulars of new contract for furnishing postal cards see pages 34 and 100 of this report.

stamped envelopes to postmasters in Michigan, Indiana, Kentucky, Tennessee, Alabama, and all States and Territories west of those named. The subagency carries a stock of from 15,000,000 to 20,000,000 envelopes, which are furnished in carload lots shipped by freight from the manufactory at Hartford, Conn., and from which envelopes are distributed to postmasters by registered mail on orders drawn by this office. By this arrangement the Department is enabled to deliver envelopes to postmasters in the western section of country in two or three days' shorter time than from the main agency at Hartford, and it will eventually effect a considerable saving in the cost of mail transportation on envelopes between Hartford and the eastern limits of the territory supplied by the new subagency.

The number of envelopes shipped by freight from Hartford to the St. Louis subagency up to June 30, 1901, was 36,774,000, weighing 357,200 pounds.

From March 15 (when the subagency commenced operation) to June 30, 1901, the number of envelopes supplied to postmasters from St. Louis was 21,084,000, which is 24 per cent of the total number of ordinary stamped envelopes issued by the Department during that period, 66,470,500 having been furnished directly to postmasters from the main agency at Hartford.

It became necessary to procure large wooden cases for the shipment of stamped envelopes in bulk to St. Louis, and the envelope contractors, The Plimpton Manufacturing Company and Morgan Envelope Company, Hartford, Conn., submitted a proposal, dated March 4, 1901, to furnish these crates at the price of 65 cents each. This proposal, and the Postmaster-General's order No. 300, of March 8, 1901, accepting the same, appear in full on pages 88 and 89 of this report, marked "No. 17."

I desire to especially commend the postmaster at St. Louis, Hon. F. W. Baumhoff, for his ready and efficient support of the Department in the establishment and operation of the stamped-envelope subagency.

STAMPED PAPER FURNISHED CUBA AND THE PHILIPPINES.

Following is a statement in detail of stamped paper furnished during the year ending June 30, 1901, to Cuba and the Philippines, for which payment has been or will be made from the revenues of their respective administrations:

Denomination.	Cuba.			Philippines.		
	Ordinary stamps, special design.	Postage-due stamps, overprinted.	Stamped envelopes, special design.	Ordinary stamps, overprinted (including 2-cent stamps in books).	Postage-due stamps, overprinted.	Stamped envelopes, overprinted.
1-cent.....	6,000,000	100,000	1,500	1,000,000	.....	20,000
2-cent.....	10,000,000	50,000	297,500	3,328,000	.....	690,000
4-cent.....	.....	.....	.....	500,000	.....	20,000
5-cent.....	1,500,000	100,000	.....	.....	.....	10,000
6-cent.....	.....	.....	.....	250,000	.....	.....
8-cent.....	.....	.....	.....	250,000	.....	.....
10-cent.....	.....	10,000	.....	.....	.....	.....
50-cent.....	.....	.....	.....	.....	2,000	.....
1-dollar.....	.....	.....	.....	1,000	.....	.....
2-dollar.....	.....	.....	.....	1,000	.....	.....
5-dollar.....	.....	.....	.....	500	.....	.....
Total.....	17,500,000	260,000	299,000	5,330,500	2,000	690,000

Of the overprinted 2-cent stamps furnished the department of posts of the Philippines, 804,000 were in books of 12 stamps each, 540,000 in books of 24 stamps, and 984,000 in books of 48 stamps, a total of 2,328,000 stamps, bound in 110,000 books.

Of the 299,000 special-design stamped envelopes furnished the department of posts of Cuba, 260,000 were "ordinary" and 39,000 "special request." All of the 680,000 overprinted envelopes furnished the department of posts of the Philippines were "ordinary."

No overprinted stamped paper was furnished Guam during the past year, and none will hereafter be supplied that island, as control of its postal service has been assumed by this Department.

By your orders No. 874 of July 26, 1900, and No. 395 of March 30, 1901, the overprinted postage stamps of the island possessions (the Philippines and Guam, but not Cuba), were made available for payment of postage wherever United States stamps are valid, and stamps of the United States were made good for postage in the "island possessions."

INVESTIGATION OF THE DETAILS OF MANUFACTURE AND DISTRIBUTION OF STAMPED PAPER.

It was intimated in a public way during the year covered by this report that improper or irregular methods might exist at the several agencies where the stamped paper of the Government is manufactured and distributed. To be satisfied on this point I deemed it proper to appoint a committee, which was composed of Messrs. H. A. Kelly, chief of classification division, George D. Scott, chief of redemption division, and T. A. Robbins, clerk of this Bureau, to investigate and report with regard to the details of manufacture and distribution of the stamped paper of the Government, and the methods employed by the contractors and their agents, as well as the conduct of affairs in the several agencies and subagencies under the jurisdiction of this Bureau, with a view to ascertaining whether or not it would be possible, under existing practices, to lose or misappropriate any of the Government securities in the form of stamps, stamped envelopes, and postal cards.

The committee was also required to recommend changes which might appear to be necessary to add to the safeguards in the interest of the Government at the points of manufacture.

From the report of this committee there appears to be very little and no serious cause for the assertions which were made. Such steps as may be practicable will, however, be taken in the light of the report, to throw additional safeguards around the affairs of these agencies, the committee having made several suggestions and recommendations for improvements.

REDEMPTION DIVISION.

Claims for redemption of stamped paper received from postmasters during the year, and their disposal, are as follows:

Claims presented	11,634
Claims allowed	11,272
Claims rejected	362
Value of redemptions	\$348,649.07
Decrease in claims allowed over 1900	1,822
Decrease in value over 1900	\$476,816.34

Increase in claims allowed during the years 1899 and 1900 was because of the redemption of newspaper and periodical, Columbian, and Omaha stamps during those years.

No letter sheets were redeemed during this fiscal year.

It is necessary to handle each case presented for redemption several times before being completed, and great care and accuracy must be exercised in the number of details that enter into this work. After completion each credit is certified to the Auditor for the Post-Office Department, the postmaster being notified of the allowance or disallowance of his claim, as the case may be.

Circulars as to proper manner of signing letters of transmittal were sent to 1,627 postmasters.

Circulars relating to redemption of stock of all kinds, were sent to 1,236 postmasters.

Circulars for public information relative to stock not redeemable from the public were sent to 1,459 firms and individuals, and permission to return stock was given to 2,235 postmasters.

CLASSIFICATION DIVISION.

The number of original cases received, briefed, and treated in this division during the year was 11,338. The larger part of these related to the classification, treatment, and collection of postage on second-class matter. The applications for entry to the second class of mail matter favorably considered numbered 4,985, an increase of 57 over the entries of the previous year. Of these, 3,322 were shown by the serial number to be in the first year of issue and are regarded as new publications, while the remainder, 1,663, were old—reentered by reason of change of name, office of publication, periods of issue, or other cause. Entry was denied 1,981—572 more than in the preceding year—many of them failing to meet the requirement of a list of bona fide subscribers approximating 50 per cent of the copies regularly issued and circulated. This rule has been uniformly enforced. The total number of applications passed upon, 6,966, deducted from the total of original cases, 13,338, leaves 4,372 which pertain to first, third, and fourth class matter other than applications for entry.

The correspondence in this division has increased from 6,744 letters last year to 13,547 this year, there having been by careful estimate 6,744 letters written last year against the exact record of 13,547 for this year; 7,809 of these letters related to second-class matter. Fifty-nine thousand one hundred and thirty-seven circular letters, many of them embodying much written matter, were sent—an increase of more than 400 per cent over the previous year. Of these circulars, 39,852 pertained to the auditing of 37,172 quarterly statements of postmasters of postage collected at the pound rate at 9,620 post-offices where such matter was mailed—an increase of 78 newspaper offices, against an increase during the previous year of 179 such offices.

PRIVATE MAILING CARDS.

The comparative use of private mailing cards and Government postal cards appears to be practically the same as it was last year. The increased interest manifested in the use of private mailing cards, which were authorized by the act of Congress of May 19, 1898, has not as yet grown to such proportions as to cause any noticeable decrease in the issue of Government postal cards.

WEIGHT OF MATTER MAILED AT POUND RATE AND POSTAGE COLLECTED THEREON.

The number of pounds of second-class matter mailed upon which postage at the cent-a-pound rate was paid was 429,441,573, creating a revenue of \$4,294,445.73, an increase of 46,905,574 pounds in weight and \$469,055.74 in postage collected at the pound rate, an increase of 12.26 per cent over the previous year.

From comparative statements of postage collected at the larger post-offices (Table No. 12, page 70, of this report) it appears that two offices, New York and Chicago, mail 35.88 per cent; that five offices, New York, Chicago, St. Louis, Boston, and Philadelphia, mail 50.75 per cent, and 34 offices 79.91 per cent, leaving but 20.09 per cent as the aggregate mailings of the remaining 9,586 offices.

THIRD-CLASS POSTAGE COLLECTED ON MATTER IMPROPERLY MAILED AT THE POUND RATE.

The amount of postage collected on matter of a higher class improperly mailed as second-class matter was \$15,286.06, an increase over the previous year of \$6,551.70, or 75 per cent.

FREE COUNTY MATTER.

The figures given below, by States, show the weight of second-class matter, in pounds, mailed free of postage within the counties of publication, as taken from the statements of postmasters for the last quarter of the fiscal year:

Free county circulation, quarter ending June 30, 1901.

	Pounds.		Pounds.
Alabama.....	59,029	Nebraska.....	170,413
Alaska.....	260	Nevada.....	3,121
Arizona.....	6,011	New Hampshire.....	61,129
Arkansas.....	39,340	New Jersey.....	101,323
California.....	247,419	New Mexico.....	6,567
Colorado.....	66,643	New York.....	735,630
Connecticut.....	78,738	North Carolina.....	60,781
Delaware.....	49,846	North Dakota.....	47,892
District of Columbia.....	1,474	Ohio.....	564,280
Florida.....	33,445	Oklahoma.....	48,712
Georgia.....	80,213	Oregon.....	59,723
Hawaii.....	936	Pennsylvania.....	733,194
Idaho.....	16,106	Porto Rico.....	none
Illinois.....	635,025	Rhode Island.....	13,888
Indiana.....	365,807	South Carolina.....	59,689
Indian Territory.....	29,634	South Dakota.....	77,485
Iowa.....	661,789	Tennessee.....	86,197
Kansas.....	297,215	Texas.....	233,364
Kentucky.....	113,454	Utah.....	17,216
Louisiana.....	25,324	Vermont.....	77,720
Maine.....	160,586	Virginia.....	59,728
Maryland.....	76,161	Washington.....	58,112
Massachusetts.....	98,233	West Virginia.....	64,608
Michigan.....	382,045	Wisconsin.....	300,436
Minnesota.....	231,486	Wyoming.....	11,298
Mississippi.....	91,937		
Missouri.....	341,222		
Montana.....	89,926		
		Grand total.....	7,943,816

An estimate of second-class matter passing in the mails free of postage, as provided by law, to actual subscribers residing within the county of publication has heretofore been made, based upon the count and weighing of such matter made in 1890, and fixed at 15 per cent of all second-class matter mailed. During the past year a new form of manifold receipt book has been used at nearly all post-offices, which shows the amount of free county matter mailed, and from the statements rendered in the last quarter of this fiscal year the free county matter has been drawn, which, multiplied by 4, to represent the four quarters of the year, gives a result of 31,775,264 pounds of that matter, which is 6.9 per cent of the entire amount mailed—461,219,837 pounds or 230,609.92 tons. It may be assumed that this estimate of free county circulation is less rather than more than the true amount, because of the failure of some postmasters, especially at the smaller offices, to secure the new form of manifold receipt book prior to April 1, 1901, it being the quarter in which the count of free county matter was instituted in this office. I anticipate that the record of free county mailings for the year 1902 will be almost absolutely accurate. It will be observed that these free county circulation figures are far below the estimate of the previous year—67,506,882 pounds.

The classification of mail matter is receiving very close attention, and postmasters are made to feel that their duties in connection therewith are not perfunctory and can not be slighted.

SECOND CLASS OF MAIL MATTER.

COMPARISONS.

Below will be found a statement, by years, of the weights of paid second-class matter mailed in bulk by publishers and news agents, together with the annual increase and the per cent of increase thereof, and also showing postal receipts (excluding money-order business), together with the annual increase and per cent of increase thereof, from July 1, 1890, to June 30, 1901:

Year.	Weight.	Increase in weight.	Per cent of increase in weight.	Postal receipts.	Increase in receipts.	Per cent of increase in receipts.
	<i>Pounds.</i>	<i>Pounds.</i>				
1891	190,942,092	22,896,328	13.15	\$65,065,238.87	\$5,007,416.19	8.33
1892	222,642,392	25,700,300	13.05	70,020,507.86	4,955,213.99	7.60
1893	255,634,213	32,991,821	14.32	74,982,867.77	4,962,359.91	7.08
1894	254,790,306	a 843,907	a .33	74,120,137.78	a 862,729.99	a 1.10
1895	265,314,382	10,524,076	4.13	76,171,090.09	2,050,962.31	2.76
1896	295,640,351	31,325,969	11.81	81,613,023.33	5,441,933.24	7.14
1897	310,658,156	14,017,804	4.73	81,698,231.67	85,258.34	.10
1898	336,126,338	25,468,183	8.21	87,815,985.20	6,117,703.53	7.40
1899	352,703,226	16,576,888	4.93	93,734,719.67	5,918,734.07	6.70
1900	382,538,999	29,835,773	8.45	100,899,433.44	7,164,713.87	7.60
1901	429,444,373	46,906,574	12.26	109,962,534.10	9,063,100.66	8.90

a Decrease.

Average per cent of increase of weight, 8.61.

Average per cent of increase of postal receipts, 5.68.

It will be seen from this statement, which leaves free county matter out of the calculation because it is an estimated quantity, that the per cent of increase in the weight of the second-class matter mailed each year, with but one exception, is much greater than the per cent of increase in the postal revenue.

As second-class matter, free within the county and that paid at the pound rate, forms the bulk of all mail matter, and as this matter is handled at a loss to the Government, it is very evident that the rate per cent of increase in the postal revenue is much smaller than it would have been if second-class matter were on a paying basis. It is also evident that the burden of handling second-class matter at a loss to the Government must be borne by the other revenue of the Department, which, so far as the actual postage is concerned, is derived from first, third, and fourth class matter.

Second-class matter, upon which the Government loses, has in the past eleven years—each year but two in that time (1894 and 1899)—exceeded in the per cent of increase the rate per cent of increase of the postal revenue. In 1894 the postal revenue decreased 1.1 per cent and the weight of second-class matter mailed at the pound rate decreased 0.33 per cent. In 1899 the postal revenue increased 6.7 per cent and the weight of second-class matter mailed at the pound rate increased only 4.93 per cent.

The average rate of increase in the postal revenue during these eleven years was 5.68 per cent, while the average increase in the weight of second-class matter mailed by publishers and news agents, exclusive of free county matter—that is to say, the actual weight upon which postage was paid at the pound rate—was 8.61 per cent.

It is evident, therefore, that since the mailings of second-class matter by publishers and news agents are steadily increasing at a higher rate than are the revenues of the postal service, and the revenue derived from this matter is inadequate to pay for handling the same, the other classes of mail matter must help to bear the cost imposed upon the Government by the pound rate of postage.

This showing is sufficient to demonstrate that it appears but a question of time when second-class matter may increase enough in volume to consume most, if not all, of the revenue derived from the other classes of mail matter.

ABUSES OF THE POUND RATE.

It will be noticed by referring to the figures given on page — that the weight of second-class matter mailed during the year covered by this report, both paid and free, is 461,219,837 pounds. This produced a revenue of \$4,294,445.73. The proportion of weight of this paid and free second-class matter to that of all the other classes combined is estimated to be about 67 per cent. I beg you to pause and consider the importance of this statement of proportion of weights. The reflection must be astounding.

The expenditures for the maintenance of the postal service for the last fiscal year were \$115,554,920.87. The gross postage revenue from all mail matter was \$106,317,918.76. The astonishing fact in all this is that while the cent-a-pound rate (publisher's rate) for second-class matter, combined with its necessary equipment, constitutes approximately two-thirds of the weight of all the four classes combined, it furnishes but slightly over 4 per cent of the revenue from all postages. The loss on matter of this class must, of course, be made up from the other sources of revenue and the amount so taken from the other revenues represents the Government's loss.

A part of the loss from this nominal and unsustaining rate is lawful. Of that there should be no complaint; but a part (estimated at 50 per cent) is due to a construction of the statutes, which has permitted the admission to the second class of mail matter of a great number of alleged newspapers and periodicals which are merely pretensions. Why such were admitted to the privilege, and why they are allowed to continue to enjoy it, are the inquiries which arise, especially in the public mind. The privilege is an expensive one to the Government and should be confined to those publications which are properly entitled to it. It is my purpose to explain, in what follows, the principal abuses of the pound rate and how they exist and operate.

THE LAW.

The laws governing second-class matter are found in the following Sections quoted from the Postal Laws and Regulations:

SEC. 276. *General definition.*—Mailable matter of the second class shall embrace all newspapers and other periodical publications which are issued at stated intervals and as frequently as four times a year, and are within the conditions named in sections 12 and 14. (Act of March 3, 1879, sec. 10, 20 Stats., 359.) The sections referred to are 293 and 277. Second-class matter, above described, is of two kinds: (1) That sent by publishers or news agents; (2) that sent by others than publishers or news agents. (Sec. 302.)

SEC. 277. *Statutory characteristics.*—That the conditions upon which a publication shall be admitted to the second class are as follows:

First. It must regularly be issued at stated intervals, as frequently as four times a year, and bear a date of issue and be numbered consecutively.

Second. It must be issued from a known office of publication.

Third. It must be formed of printed paper sheets without board, cloth, leather, or other substantial binding, such as distinguish printed books for preservation from periodical publications.

Fourth. It must be originated and published for the dissemination of information of a public character, or devoted to literature, the sciences, arts, or some special industry, and having a legitimate list of subscribers: *Provided, however,* That nothing herein contained shall be so construed as to admit to the second-class rate regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates. (Act of March 3, 1879, sec. 14, 20 Stats., 359.)

SEC. 287. *Supplements admitted as second-class matter.*—That publishers of matter of the second class may, without subjecting it to extra postage, fold within their regular issues a supplement; but in all cases the added matter must be germane to the publication which it supplements; that is to say, matter supplied in order to complete that to which it is added or supplemented, but omitted from the regular issue for want of space, time, or greater convenience, which supplement must in every case be issued with the publication. (Act of March 3, 1879, sec. 16, 20 Stats., 359.)

SEC. 299. *Postage on second-class matter.*—That all publications of the second class, except as provided in section 25 of said act (of March 3, 1879, 20 Stats., 358), when sent by the publisher thereof, and from the office of publication, including sample copies, or when sent from a news agency to actual subscribers thereto, or to other news agents, shall, on and after July 1, 1885, be entitled to transmission through the mails at 1 cent a pound or fraction thereof, such postage to be prepaid as now provided by law. (Act of March 3, 1885, 23 Stats., 387.) Periodical publications are not second-class matter until "issued from a known office of publication." Such publications when sent from a printer to a publisher are third-class matter.

(NOTE.—The exception mentioned in the foregoing act is of matter entitled to free country delivery. Section 25 therein referred to is given in sections 304 and 374.)

SEC. 289. *Publications containing illegal supplements; how rated.*—Newspapers containing sheets or additional matter not legally admissible as supplements should be treated at the mailing office as third-class matter, and postage required accordingly. If the publisher desires to appeal to the Third Assistant Postmaster-General, he can do so by making a deposit for the issue mailed at the third-class rate with the postmaster, of which the excess over second-class rates will be refunded if the Depart-

ment decides the matter to be admissible as supplements. Newspapers containing illegal supplements arriving at any office of delivery without evidence of prepayment by stamps affixed should be rated up and postage collected on delivery at the first-class rate, as required by law. (See sec. 309.)

SEC. 293. *Examination at mailing office.*—That matter of the second-class may be examined at the office of mailing, and if found to contain matter which is subject to a higher rate of postage such matter shall be charged with postage at the rate to which the inclosed matter is subject: *Provided*, That nothing herein contained shall be so construed as to prohibit the insertion in periodicals of advertisements attached permanently to the same. (Act of March 3, 1879, sec. 12, 20 Stats., 359.)

SEC. 297. *Submitting false evidence punishable.*—That any person who shall submit or cause to be submitted to any postmaster or to the Post-Office Department or any officer of the postal service any false evidence relative to the character of any publication, for the purpose of securing the admission thereof at the second-class rate for transportation in the mails, shall be deemed guilty of a misdemeanor, and for every offense, upon conviction thereof, shall be punished by a fine of not less than \$100 nor more than \$500. (Act approved June 18, 1888.)

SEC. 302. *Rate on transient newspapers, etc.*—That the rate of postage on newspapers and periodical publications of the second class when sent by others than the publisher or news agent shall be 1 cent for each 4 ounces or fractional part thereof, and shall be fully prepaid by postage stamps affixed to said matter. (Act of June 9, 1884, 23 Stats., 40.)

This rate applies to transient newspapers and periodicals sent to any place in the United States, without regard to the place of mailing or destination.

SEC. 304. *Rates at free-delivery offices.*—*Provided*, That the rate of postage on newspapers (excepting weeklies) and periodicals not exceeding 2 ounces in weight, when the same are deposited in a letter-carrier office for delivery by its carriers, shall be uniform at 1 cent each; periodicals weighing more than 2 ounces shall be subject, when delivered by such carriers, to a postage of 2 cents each, and these rates shall be prepaid by stamps affixed. (Act of March 3, 1879, sec. 25, 20 Stats., 361.)

SEC. 308. *What is permissible to be written or printed on mail matter of the second class.*—Mailable matter of the second class shall contain no writing, print, or sign thereon or therein in addition to the original print, except as herein provided, to wit: The name and address of the person to whom the matter shall be sent, index figures of subscription book, either printed or written, the printed title of the publication and the place of its publication, the printed or written name and address without addition of advertisement of the publisher or sender, or both, and written or printed words or figures, or both, indicating the date on which the subscription to such matter will end, the correction of any typographical error, a mark, except by written or printed words, to designate a word or passage to which it is desired to call attention, the words "sample copy" when the matter is sent as such, the words "marked copy" when the matter contains a marked item or article; and publishers or news agents may inclose in their publications bills, receipts, and orders for subscriptions thereto, but the same shall be in such form as to convey no other information than the name, place of publication, subscription price of the publication to which they refer, and the subscription due thereon. (Act of January 20, 1888.) When matter mailable at second-class rates is prepaid at the third-class rate, it shall be deemed third-class matter and entitled to all the permissible printing or writing authorized for matter of the third class. The number of copies inclosed may be indicated upon the wrapper or face of the package.

SEC. 374. *When carried free.*—That publications of the second class, one copy to each actual subscriber residing in the county where the same are printed (in whole or in part) and published, shall go free through the mails; but the same shall not be delivered at letter-carrier offices or distributed by carriers unless postage is paid thereon at the rate prescribed in section 13 of this act. (Act of March 3, 1879, part of section 25, 20 Stats., 361.)

(See section 304 for the rate prescribed.)

The first thing to be understood is that in fixing this publisher's rate Congress intended to subsidize or grant a bounty to those newspapers and periodicals which conformed to the conditions prescribed for the grant. That is to say, the fixing of the postage rate at 1 cent a pound—a rate which is less than one-fifth the cost of handling—is, in effect, a subsidy. At the time of its passage the act seemed to be all that was necessary in the way of restrictions, but it was not long

on the statute books before its weakness and want of precision were apparent.

It is the duty of the Department to make such regulations as are necessary to execute the postal laws, and under the laws of second-class matter many regulations have been made; but they have not been effective in confining the privilege to those publications honestly entitled to it. Abuses have multiplied. Those who profit by them have in the past been as well able to defeat corrective regulations as corrective laws. Even now, when the magnitude of the abuses is fairly appalling, and corrective regulations are proposed, there is strenuous resistance.

HOW THE ABUSES EXIST.

The abuses of the cent-a-pound rate (publishers' rate on second-class matter) are principally known as "sample copies," "bulk subscriptions," "book serials," "house organs," "return copies to news agents," and "premiums to subscribers."

Sample copies.—The law provides that the publisher may mail at the pound rate sample copies of his publication for the bona fide purpose of inducing subscriptions or advertising patronage. Under this grant, unrestricted, many publishers, having merely a nominal list of subscribers to their publications, distribute hundreds of thousands of copies of issue after issue, ostensibly to induce subscriptions, but really to circulate advertisements, upon which heavy rates have been charged advertisers for the large circulation. In some cases special editions are made up, and extraordinary reading matter and advertising incorporated in such a degree that the publication has no semblance of its true self. The sample copy which is sent for advertising purposes may in some instances induce subscriptions, and subscriptions secured on such alleged sample copies may very properly be said to have been obtained by fraud, for the issue which follows this "special sample" is often totally unlike its precursor.

This unlimited sample-copy privilege is a means by which a private person, firm, or corporation is able to draw indirectly upon the public treasury for a share of the expense of advertising a business enterprise. The scheme is managed in various ways. The following is the most popular: A contract which jointly benefits the publisher and advertiser is entered into, and copies are distributed to a list of names furnished by the interested party; or the plan may be to circulate a given number in a certain locality where the advertisements are supposed to do the most good, the publisher selecting the names. Thus a special privilege, bestowed for a beneficent purpose upon the publisher, becomes in his hands a matter of traffic, and he confers upon the advertiser the pound rate of postage for the distribution of circular matter (advertisements), which, under lawful practices, is subject to the third-class rate.

This sample-copy privilege has also been greatly abused by the mailing of excessive numbers in the interest of the publisher. Many publications are originated which attract practically no patronage. They are experiments. While the publisher continues to believe that he may strike a responsive chord, he continues to circulate large quantities of samples. In the end, and when the fate of the adventure is settled, and the publication ceases to be issued, an investigation of the accounts would show that the Government has borne much the larger part of the expense of the experiment.

This abuse has been corrected, as will be shown later in this report.

Bulk subscriptions.—Bulk subscriptions to publications by interested parties is a popular method of circumventing the law. The requirement of the statute that before a publication is entered to the second class, and in order that the status may be maintained after entry, there shall exist a "legitimate list of subscribers," certainly means, if anything, that the subscriptions shall be of the individual variety on the merits of the publication as a news or literary journal, whatever its chosen field. It can not be sustained in reason that it was ever intended by the lawmakers that this requirement might be supplied by a few interested parties subscribing for bulk numbers to be sent to names furnished. The intent of the law is that a publication, to obtain the bounty of the second-class privilege, shall be "originated and published for the dissemination of information of a public character or devoted to literature, the sciences, arts, or some special industry," and whatever its particular field it must be on its merits and value as a news or literary journal in possession of a "legitimate list of subscribers" made up of persons who voluntarily seek it and pay for it with their own money. That is to say, as the public in general must be taxed to maintain the bounty, so the public should in a measure sanction the granting thereof through a list of subscribers.

The establishing of a rate of postage which involves a draft upon the public treasury for its maintenance was justified only on the ground that there is a reciprocal public advantage in the distribution of such matter among the people. No one questions that the distribution of genuine newspapers and periodicals is a national benefaction. It was for this that the cent-a-pound rate was created. Were the privilege properly confined to such publications there would be no complaint; but when the admission or continuance of a publication in the second class depends upon the existence of a "legitimate list of subscribers," and that list is made up wholly or largely of persons whose names have been furnished, directly or indirectly, by those interested in a commercial way in the circulation thereof, can that be said to be a "legitimate" list as contemplated by the statute? Certainly not.

It is a *prima facie* case that a publication is an advertising sheet, and is within the contemplation of the law herein quoted as "primarily designed for advertising purposes," when it is of such a character as to be maintained by a bulk subscription patronage. Of course there can be no interference with the right of one citizen to subscribe for another when done with no commercial purpose and when the subscriptions so given are within reasonable limits.

There have been many cases lately before the Department where it has been pleaded and shown that the publications to which bulk subscriptions have been made were meritorious and the circulation thereof of educational benefit. Admitting this as true, it does not justify the admission of a publication to the second class on such an alleged compliance with the law. The Department can not say that this or that is a good or a bad publication, and that in the instance where it is judged to be good the "legitimate list of subscribers" may be supplied by a few interested parties, and that in another, where it is not good, individual subscriptions must compose the list. The whole purpose of the law is defeated in the permission of bulk subscriptions. If it be allowed, private persons may advertise at the public expense by inserting their circulars (advertisements) in alleged newspapers and magazines.

This abuse has also been corrected, as will be shown later in this report.

Book serials and libraries.—The abuse of the law, through the admission to the pound rate of books disguised as periodicals, has long been the subject of discussion in the reports of this Department. Such books have no semblance of right to the second-class privilege. The law was intended for genuine periodical publications—that is to say, publications which from their very nature and purpose would be of value to their constituency (a “legitimate list of subscribers”) when issued at stated intervals, serving to their readers at such periods news, writings, etc., on the subjects to which they are devoted. A book issued once a month as a number of a so-called “series” or “library” is not a periodical within the meaning of the law. It is a monstrous parody to so construe the statute. No book, however bound, can have the periodical character contemplated by law. It is not material to the reader whether books come to him at stated intervals or all at once; the periodical issue and receipt of them has not the least significance. Their issue at regular periods is merely a subterfuge that enables the publisher to deprive the Treasury of its just revenue through an administrative reasoning for which I can find no satisfactory accounting. Genuine periodical issue, as contemplated by law, is properly exemplified in the daily and weekly newspapers and the great monthly magazines. There is sound reason in their issue at regular stated periods. In their case periodicity is the source of life and the circumstance of their maintenance. A book can have no such character and can have no rightful claim to the second-class privilege.

It is shown later in this report that this abuse has been corrected by regulation.

The house organ.—The house organ is a publication which is intended to promote directly or indirectly the other business of the publisher. It may be issued by the firm or person whose other business it is intended to advance or by another acting for the real publisher. Its purpose is the same in either case. It gives immense advantage over a competitor whose business, or circumstances, or conscience will not permit of his creating a draft upon the Treasury like his rival. Often such periodicals are of a very meritorious character. It is a matter of business sagacity to make them attractive and readable. Besides this, the maintenance of a high character helps greatly in the matter of disguise to the public and to the Department, which latter must depend upon its field agents, postmasters, and others to detect them.

The house organ is one of the most difficult of all the abuses to locate. The disguise is often so perfect as to pass the closest scrutiny. Sometimes the business is cleverly managed by a manipulation of issues—one will be sent forth which is clearly entitled to pass as second-class matter; the next will exhibit more plainly its true character as an advertising sheet, and so on.

This advertising sheet very generally gains and maintains life as second-class matter through the sufferance of the Department that a “legitimate list of subscribers” (the prime essential of the law) may be gained by offering premiums to subscribers or by bulk subscriptions. An advertising sheet, however meritorious, seldom is able to gain the patronage of subscribers on independent merit, and premiums and other considerations must be used as an inducement. The extrin-

sic consideration varies in character—it may be books, merchandise, a chance to win a prize, a life-insurance policy, or even a town lot—anything to gain the alleged subscriber. Such publications have no rightful place in the second class, even though every copy of every issue be consumed by legitimate subscribers, as advertising sheets are specifically excluded by the terms of the law in the following proviso: “Provided, however, that nothing herein contained shall be so construed as to admit to the second-class rate regular publications designed primarily for advertising purposes.”

There is still another phase of this class of publications. It is the personal organ, which is designed to be the vehicle for the personal views of the publisher. It has come to be considered that no matter what the nature of the contents, if the publication be issued at stated intervals the Government will foster it with a subsidy.

The Department has not in the past been vigilant in denying original entry to publications of this character or in discovering those which, after entry, merge into this category.

Every effort is being made to curtail this abuse.

Return of unsold copies to news agents.—It is difficult to understand how the construction of the law originated and has existed which allows this privilege to news agents. By the strangest of reasoning, a privilege which is denied the publisher himself is conferred on one who may act as his agent. If we stop to consider the first principles of the law of second-class matter, the fallacy of this must be at once apparent.

It was designed that this subsidy or bounty—whichever is the most appropriate term—should be bestowed upon those publications which, having complied with all other requirements, should be in possession of a “legitimate list of subscribers.” That is to say, that the Government is not willing to grant the privilege of this postage rate to a publication for which there was no genuine public demand expressed through a subscription list. The law is in wholesome consonance with the principles on which our Government is founded; it is of, for, and by the people, and it did not intend that the people should be taxed for any part of the cost of distributing a publication until they themselves have given approval through a list of subscribers.

The news agency is a recognized means of reaching the public, and the law wisely provides that to such publications as the public shall subscribe for, to or through a news agent, the pound-rate privilege shall be extended. Logically, to do the greatest good, the same principle should be carried further, and so it is provided that one news agent may send to another, for the purpose of sale, all such publications as may be in public demand. The law itself does not contain the words “for the purpose of sale;” but who, except those interested in a contrary construction, would contend that those words are not there by the plainest and fairest implication? It is scarcely short of monstrous to claim that Congress intended to tax the people for the cost of transporting back to a central news agent copies of a publication which the public refused to purchase, and which may be distributed to the sales counters of news agents in numbers a hundred times in excess of the demand, the excessive distribution being merely for the profit which would come to the publishers through the lucrative advertising patronage gained by a claim of large circulation. The law denies the publisher the right to have unsold copies returned to him at the pound rate. What an absurdity it is, then, to claim that by dealing through a

central news agency located in the city of publication he may, after all, cause the people to be charged with the expense of returning his dead matter to the pulp mill!

It is represented that these news agencies, which have gained the return privilege through false construction of the law, have made a handsome profit on the business of giving to publishers the privilege which the law itself refuses them. In the sharp competition of an overloaded publishing business publishers of a certain character of periodicals are completely at the mercy of the news agencies, for without the return privilege they can not compete. Thus it has come to be the established practice for news agencies not to purchase copies outright which they expect to sell, as was contemplated by law, but to take part and even entire editions on trial. If all copies be sold, it is well; but if not, the news agency loses nothing, for the unsold number is returned to the publisher. Of course, to circumvent the law, the packages are addressed to the news agencies. Thus through the connivance of a central news agent a publisher can defy the law which refuses him the privilege of the pound rate for return copies if the packages be addressed to him, for whom they are really intended.

To change this practice by law or by regulation will be to defend the public purse from unwarranted drafts, but it will amount to a revolution to some publishers and news agencies. Be it understood, however, that a revolution is often justified.

This manifest abuse of the pound-rate privilege has been corrected, as will be shown later in this report.

Premiums to subscribers.—This is the king of abuses. By means of it others thrive. All demand correction, but none so much as this. Not one has attracted so little attention; yet it is the most flagrant, the most vicious. It nullifies the vital principles of the law, it destroys every safeguard, it is the means of defeat of the Department regulations at every point, and through it the public Treasury is open to the unscrupulous.

The law of second-class matter was designed to encourage the dissemination of information of a public character among the people. The rate of 1 cent a pound, less than one-fifth the cost of handling, is justified on the ground of reciprocal public benefit in the enlightening influences of the press. It is wisely provided in the act itself that there shall be tangible evidence that the public appreciates this or that publication to the degree that there must exist in each instance, before the rate is granted, a "legitimate list of subscribers."

It is not provided in the law that there shall be any interference with the price at which a publication is sold, further than to prohibit free circulation or circulation at a nominal rate. In other words, it is prohibited that a publication be sent free to subscribers or that the subscription price be nominal. If this wise provision means anything, it is that, whatever the field to which a publication is devoted, it must obtain subscriptions on its value or merit as a news or literary journal in that field. The copies sent in fulfillment of such subscriptions are clearly within the intent and purpose of the law and are entitled to be forwarded in the mails at the pound rate.

The law is liberal to the publisher of a bona fide periodical which is in the possession of such a list of subscribers. It provides that he may send sample copies at the same rate for the purpose of inducing new subscriptions; but to send to subscribers and to send sample

copies are his only privileges at that rate. For the carriage of no other copies does the law intend that the people should be taxed. But under lax and faulty interpretations and loose administration the publisher has driven a coach and four through the law. The permission to give premiums to induce subscriptions is the means and destroys the very foundation of the structure.

The privileges can not be confined to proper limits until it is provided that when a publisher has fixed the price of subscription to his publication he may not discount that price by any other consideration to the subscriber than the publication itself. But this discounting is now done, and has been suffered by the Department for years. Of course, if one publisher may induce a subscription by a premium process, another must be allowed to do the same. If the one subscription be legitimate the other must likewise be legitimate. No line can be drawn between publishers or publications. The rule that applies to one must apply to all. A censorship could not endure. So long, therefore, as a publication which can not obtain the subscription on its independent merit at the price fixed is allowed to secure that subscription by means of another and a different consideration to the subscriber, so long will the purpose of the law be defeated.

This premium business assumes many phases. Some of them have the appearance of eminent respectability. In one instance some article of merchandise is given as the inducement; in another, it may be a chance to win a large sum of money, or perhaps a fortune, in a guessing contest; in another, the premium proposition is concealed in a combination with some other article which is offered for less than its regular market value if the two are purchased together, or the periodical is itself given as a premium for the purchase of the other article. The purpose of all is the same; it is to secure subscriptions which on the bare merit of or the desire for the publication would or might not be made. Whether the publication be regarded as good or bad is not a question. Such inducement to subscription violates the law.

The whole purpose of the statute is to grant the pound rate only to those periodicals which command subscribers on their own merit. If a person will not pay the subscription price for the periodical alone, then it is certain he does not want it. Why should the people at large be taxed four-fifths of the cost of transporting it to him when he is forced to accept it either through its combination with another article which he wishes to purchase, or when he wants to take part in a guessing contest and finds that a condition precedent is that of being a subscriber to the publication, or when some desired article of merchandise is so combined with it that the periodical appears to be free of cost? This practice is responsible for the great overloading of the mails with pretended newspapers and magazines and other periodicals.

No publication has a just claim to be transported at the public expense until it is subscribed for on its independent merit at the price fixed by the publisher. Why, except for deception or to sell the merchandise or to inflate a subscription list, should a subscription price be fixed at \$2 per year when an article of merchandise valued at \$2 is to be given for no increase of price? Should not the price of the publication be fixed honestly, so as to make it certain that there shall be no tax upon the people for the distribution of a publication which is not sought for its own sake?

Alleged subscription lists of fabulous proportions are worked up by

this premium process for periodicals which on their naked merit could scarcely command a single subscription; yet the Government subsidizes them and the people are taxed for nearly the whole cost of their transportation, while the publisher grows rich on the high advertising rates he is able to command on his claim of a big subscription list, with perhaps not one actual reader to a hundred copies.

So long as the premium-induced subscriber is allowed as "legitimate" so long will the pound-rate privilege be abused. Stop this by law or by regulation and all publications, like water, will reach their level. The people may be depended upon to subscribe for a periodical that is wanted, and for the transportation of no other should the Government pay any portion of the cost. With the stoppage of this abuse others will cease. It is the key to many, especially the so-called "fakes."

The foregoing is a recitation of the principal abuses of the second-class rate and how they exist and operate. The permission of law to supplement a publication is also abused in a minor way, as is also the provision for the insertion of advertisements in periodicals. The first of these deprives the Department of its just revenues on third-class matter by the adoption of illegal supplements, and the second from its revenues on fourth-class matter by the insertion of alleged advertisements which are in fact samples of merchandise. By proper rulings and vigilance on the part of postal officers both of these abuses are being corrected.

ABUSES CORRECTED BY RULINGS.

In my last annual report I stated that the sample-copy abuse no longer existed. This is still true, unless the restrictions placed upon that privilege by this office are not regarded as sufficiently limiting it. The ruling is that a publisher may send 100 per cent of sample copies on his "legitimate list of subscribers," or 50 per cent of the regular issue. It is doubtful if a further limitation, which has of late been advocated, would be justified under the law. The ruling is based on the language of the act, which is as follows:

Provided, however, That nothing herein contained shall be so construed as to admit to the second-class rate regular publications designed primarily * * * for free circulation. * * *

It is held that a publication, or any issue thereof, is primarily designed for free circulation when more than 50 per cent of the copies are to be distributed gratuitously. This restriction is fairly within the law, and it is reasonable. It has been enforced for nearly two years.

In my last report I also stated that the evil of bulk subscriptions had been suppressed and was no longer allowed. This office continues to rule against such subscriptions.

NEW SECOND-CLASS REGULATIONS.

Since the close of the fiscal year covered by this report orders have been issued modifying sections 276, 281, and 301 of the Postal Laws and Regulations. The changes in these regulations are intended to correct the abuses of the second-class rate by book "serials" and "libraries," the intrusion of pretended newspapers and periodicals, and the return of unsold copies to news agents. The Department has

been actively operating under these regulations since October 1 last, and on that date the return privilege to news agents was stopped. Since that time the greater part of the book "serials" and "libraries," and many other publications having the characteristics of books, have been excluded from the second class, as have also some of the class of pretended newspapers and periodicals. It is my hope that by the time of the issuance of my next annual report the second class of mail matter will be practically free from abuses, at least of the larger ones.

There is no means of accurate, or even approximate, calculation as to the effect of these changes upon the revenue; but it is believed that under a proper administration of second-class matter laws, and when there has been a proper collection of revenues from all the classes, that the income from postages will more than sustain the Department under the most liberal expenditures for extensions and improvements. One-cent letter postage is still remote, but the second-class reformation now in progress may make it practicable at no distant date.

There is still another phase of the abuse of the laws of second-class matter which deserves attention. It is now in its infancy, and this office is making strenuous efforts to prevent its growth. The abuse arises under a construction of the act of July 16, 1894. The following will elucidate this subject:

ABUSES ARISING UNDER THE ACT OF JULY 16, 1894.

Prior to March 3, 1879, the main characteristic of a second-class publication was its periodicity of issue.

This feature being easily determined, the admissibility of such publications to the mails at the established rates of postage was left almost entirely with the postmaster at the mailing offices, doubtful cases only being submitted to the Department.

The act of Congress approved on the above date prescribed additional characteristics and conditions of entry to the second class of mail matter, and excluded therefrom publications designed primarily for advertising purposes or for free circulation or for circulation at nominal rates. It was not, however, until September 15, 1887, that the responsibility for the admission of publications to said class was withdrawn from postmasters and fully assumed by the Department.

On that date the jurisdiction over the classification of domestic mail matter was transferred from the office of the First Assistant Postmaster-General to that of the Third Assistant Postmaster-General.

During the twelve years following January 1, 1875, when second-class matter was first weighed in bulk and prepayment of postage thereon made obligatory, the Department, in passing upon the isolated cases submitted by postmasters, formulated regulations and established precedents which have in large measure governed subsequent rulings, and which account for the presence in the second class of many publications of questionable character.

In the conduct of mutual benefit or fraternal societies and orders carrying life-insurance features the circulation of literature setting forth the purpose, character, and operation of the particular order, together with the notification to members of assessments payable, is essential to their success, the same as with other organizations doing an insurance business.

The advantage of having organs regularly issued at stated intervals as a means of communication between the governing bodies and the individual members of subordinate bodies early led to the establishment of publications of this character, many of which were and still are personal organs of the particular organizations publishing them, and practically circulars (or advertising sheets) used as adjuncts of and for the purpose of advancing the financial and other interests of the individual organization. Some may have a broader scope, but, as a rule, the expected individual pecuniary and other benefits to be derived are the primary inducements to a person to unite with an order of this character, and its "personal organ," setting forth its advantages and reporting its progress, contributes so largely to securing and retaining members as to be practically indispensable to the success of the organization.

Prior to July 16, 1894, publications issued by or under the auspices of societies or orders organized under the lodge system, which were devoted largely to setting forth the fraternal insurance and beneficiary features of the order publishing the same, such as assessment notices, financial statements, and other matters pertaining to the conduct of the business of the organization, were denied the second-class rates of postage under the proviso of paragraph 4, section 14, of the act of March 3, 1879, as "designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates."

This action provoked vigorous protests, which culminated in additional legislation securing the second-class rates of postage not only to publications of this class but also to certain others enumerated in the act of July 16, 1894, which reads as follows:

Provided, That from and after the passage of this act all periodical publications issued from a known place of publication at stated intervals and as frequently as four times a year, by or under the auspices of a benevolent or fraternal society or order organized under the lodge system and having a bona fide membership of not less than one thousand persons, or by a regularly incorporated institution of learning, or by or under the auspices of a trades union, and all publications of strictly professional, literary, historical, or scientific societies, including the bulletins issued by State boards of health, shall be admitted to the mails as second-class matter and the postage thereon shall be the same as on other second-class matter and no more: *Provided further*, That such matter shall be originated and published to further the objects and purposes of such society, order, trades union, or institution of learning, and shall be formed of printed paper sheets without board, cloth, leather, or other substantial binding, such as distinguish printed books for preservation from periodical publications.

This act relieved its beneficiaries of the requirement of a legitimate list of subscribers (prescribed by the act of March 3, 1879) and placed no limit on the number of copies which might, in the discretion of the publisher, be circulated thereunder at the subsidizing rates of postage.

The principal beneficiaries of the act were publications issued by or under the auspices of "fraternal or beneficial societies or orders" and "regularly incorporated institutions of learning."

When the provisions of the act were first applied to such publications, and for several years thereafter—the scope of the law being imperfectly apprehended—"educational institutions," whether incorporated for public or private benefit, were regarded as "regularly incorporated," and their publications, together with those of fraternal organizations, were accorded the second-class rates of postage, without a strict enforcement of the provision that such matter "shall be

originated and published to further the objects and purposes" of the order or institution publishing it. Subsequently it was discovered that a construction of the law which permitted private educational institutions to circulate personal advertisements and allowed such institutions, together with "fraternal" organizations, to admit to their publications matter (advertisements) foreign to the "objects and purposes" of the institution or organization publishing the same, and to circulate them at the pound rate of postage, opened the door to an abuse which was taken advantage of by many to the detriment of publications whose circulation was limited by the act of March 3, 1879.

On the separate submission of these features of the act of July 16, 1894, to the Assistant Attorney-General for the Post-Office Department, that officer, in an opinion rendered April 4, 1900, held that "a regularly incorporated institution of learning" must be one incorporated "to promote the interests of institutions of learning, organized for the benefit of the public," and, in an opinion rendered January 24, 1901, that "a paper containing advertisements in the interest of other persons or concerns than the society, order, trades union, or institution of learning which such paper represents is not entitled to the privileges of the law quoted."

Since the receipt of these opinions the Department has refused admission to the second class of publications issued by educational institutions incorporated to advance private interests, as well as of all publications which otherwise came within the purview of said act, but carried prohibited advertisements; and steps are being taken as rapidly as possible to withdraw the second-class rates of postage from such publications which were erroneously admitted to said class through a misapprehension of the law prior to the rendering of said opinion.

It is believed that Congress, in relieving certain publications of the requirement of a legitimate list of subscribers and conferring upon them unlimited circulation at pleasure, did not contemplate the use of such privilege to circulate general advertising matter in competition with publications (such as the daily and weekly newspapers and the monthly magazines) whose circulation is restricted by the act of March 3, 1879, to double the number of bona fide subscribers, involving a loss of revenue to the Department on account of such subsidizing. This view is sustained by the fact that a later act—June 6, 1900—giving the second-class rates of postage to publications issued by State departments of agriculture, expressly provides that such publications shall not contain advertising of any kind.

The advantage of mailing assessment notices and financial statements of organizations conducting a beneficial or fraternal life-insurance business, and the advertising sheets of incorporated private educational institutions in the form of newspapers or periodicals at the specially privileged rate of 1 cent a pound, instead of the third-class rate of 1 cent for each 2 ounces or fraction thereof, separately addressed, as is required of organizations not entitled to the privileges conferred by the act of July 16, 1894, is so manifest that the inequity of allowing such publications (whose circulation runs into the millions—that of the *Modern Woodman*, published monthly, alone exceeding 8,000,000 copies annually) to enter into competition with "subscription" papers whose circulation is restricted by the act of March 3, 1879, will, it is believed, be readily recognized by publishers

and the public as fully warranting this office in excluding from the specially privileged class publications declared by the Assistant Attorney-General to be inadmissible to said class, and whose retention therein would, owing to the privilege of unlimited circulation, seriously affect the interests of publishers of legitimate subscription papers as well as the revenues of the Post-Office Department.

Some of these fraternal publications, those of incorporated institutions of learning, and others entered under the act of July 16, 1894, have, under the permission heretofore granted to insert foreign advertising matter, maintained a profitable advertising business. No person can reasonably contend that it was the intention of Congress that the exceptional and unrestricted privilege granted to this class of publications at the public expense should be perverted to a wholly commercial enterprise without the restrictions which are placed upon other newspapers and periodicals.

NUMBER OF PIECES OF MATTER MAILED DURING THE YEAR.

The following table shows the estimated number of pieces of matter of the several classes mailed throughout the country during the year:

Letters and other matter sent at letter rates	3, 418, 035, 588
Letters and other matter on official business, free	186, 287, 179
Total letters, paid and free	3, 604, 322, 767
Postal cards	659, 614, 800
Newspapers and periodicals mailed by publishers and news agents, paid	1, 760, 722, 749
Newspapers and periodicals mailed by publishers in the several coun- ties of publication, free	317, 752, 640
Newspapers and periodicals mailed by others than publishers and news agents	128, 316, 150
Total second-class matter	2, 206, 791, 539
Third-class matter—books, pamphlets, circulars, and miscellaneous printed matter	876, 122, 084
Fourth-class matter—parcels of merchandise, etc	77, 539, 139
Grand total	7, 424, 390, 329

NOTE.—The above estimate for the first, third, and fourth classes of matter and official free matter is based on the count and weighing of 1890, increased at the rate per cent of increase of the postal revenue. The number of pieces of second-class matter mailed at the pound rate is based upon the actual weight of such matter mailed during the year at the estimated number of pieces per pound in 1890. The number of pieces of second-class matter mailed free in the counties of publication is based upon the estimated weight for this year at the estimated number of pieces per pound in 1890, and the number of pieces of transient second-class matter is based upon the ratio between the weight of matter mailed free and at the pound rate by publishers and news agents in 1890 and that mailed in 1901 applied to the estimated number of pieces in 1890.

RECOMMENDATIONS.¹

CONSOLIDATION OF THIRD AND FOURTH CLASS MATTER.

I beg to renew my recommendation made in former annual reports, that Congress be urged to pass an act consolidating third and fourth class mail matter.

¹ For other recommendation made in this report, see page 51.

REPLY ENVELOPES AND REPLY POSTAL CARDS.

I also renew my recommendation of last year, that Congress be urged to pass the bill indorsed by the Post-Office Department providing for a "reply envelope" and "reply postal card."

DIVISION OF FILES AND RECORDS.

The total number of letters and parcels received, opened, and examined in this division during the year was 2,027,500. Of these letters and parcels, 444 contained money and 11,634 contained postage stamps, stamped envelopes, and postal cards transmitted by postmasters for redemption or credit in their accounts.

The number of registered letters and parcels was 11,471.

Of the letters received, 24,860 were briefed, recorded in the indexes, and filed after final action upon them.

The number of outgoing letters copied, indexed, and mailed was 36,853.

A change has been made in the method of dispatching certain circular letters from this Bureau, obviating the necessity for that class of mail passing through the division of files and records; and the above figures therefore do not include any of the circulars or circular letters sent direct from the several divisions of this Bureau.

OFFICE OF CHIEF CLERK.

SPECIAL-DELIVERY SYSTEM.

The following statistics show the business transacted under the special-delivery system during the year:

Number of pieces of mail matter received for special delivery at all the letter-carrier offices, 5,873,517, of which 4,747,117, or 80.82 per cent, were transmitted through the mails from one post-office to another, and 1,126,400, or 19.18 per cent, were drop pieces for local delivery.

There were 2,583 messengers employed at these offices during the year. The average time required in making delivery was 16.17 minutes, an increase of 0.22 per cent in the average time required to effect delivery last year.

The following table shows the comparative recapitulation of the special-delivery service at the letter-carrier offices for this and the previous fiscal year:

Item.	Year ending June 30—		Increase.	Per cent of increase.
	1900.	1901.		
Number of messengers employed in special delivery.	2, 173	2, 583	410	18. 87
Number of special-delivery letters and parcels arriving from other places.....	4, 116, 040	4, 747, 117	631, 077	15. 33
Number of special-delivery letters and parcels deposited for local delivery.....	1, 075, 554	1, 126, 400	50, 846	4. 73
Total special-delivery letters and parcels.....	5, 191, 594	5, 873, 517	681, 923	13. 13
Number of special-delivery letters and parcels that failed of delivery by messengers.....	266, 852	280, 683	13, 831	a. 36
Total amount of compensation to messengers or others for special delivery.....	\$409, 313. 72	\$461, 346. 38	\$52, 032. 66	12. 71
Average time of delivery of special-delivery mail after its arrival (minutes).....	15. 95	16. 17	. 22	1. 4

a Decrease, in proportion to number of pieces received for special delivery.

From the report of the Auditor for the Post-Office Department it appears that the total number of pieces of special-delivery matter

received at all post-offices on which fees were paid was 6,776,600, which is estimated to be about 95 per cent of the entire number received for delivery, leaving 356,663 as the number specially delivered without cost to the Government, together with the number that it was found impossible to immediately deliver, making the aggregate number of pieces of special-delivery matter transmitted in the whole country 7,133,263. This is an increase of 854,514 pieces, or 13.60 per cent over the business of the previous year.

The value of the special-delivery stamps used on this matter was \$713,326.30, and the amount paid for making deliveries was \$542,128.01, leaving a profit to the Government on the year's business of \$167,727.73, after deducting \$2,657.37 expended for car fare of special-delivery messengers in emergent cases, under authority of the act of Congress of March 1, 1899, and \$813.19, the cost of manufacturing the stamps.

Under authority of the act of Congress approved March 1, 1899, providing an available fund of \$10,000 a year out of the revenue arising from special-delivery business for car fare of special-delivery messengers in emergent cases where immediate delivery in the usual manner is impracticable, allowances for car fare were made during the year to the amount of \$2,852.75, of which \$2,657.37 was actually expended.

The profit to the Government from last year's special-delivery business was \$147,820.95, and from this year's special-delivery business \$167,727.73; an increase of \$19,906.78, or 13.46 per cent.

During the fiscal year permission was granted a number of postmasters to inaugurate at their respective offices, under certain conditions, a system of collection and delivery of special-delivery mail matter in response to telephone or other calls. The plan, which was inaugurated during the last fiscal year, is thought to be a good one, and this office will sanction its adoption at other post-offices where suitable conditions obtain, and where the postmasters desire its institution.

It is, and will be, the aim of this office to co-operate with postmasters with a view to improving the special-delivery service, and all reasonable suggestions for perfecting the system will be given careful consideration.

The increase of special-delivery business at all post-offices since the advent of the system in 1886 is as follows:

Increase in—		Per cent.	Increase in—		Per cent.
1887.....	24	1895.....	7.6		
1888.....	17.7	1896.....	13.1		
1889.....	11.9	1897.....	4.7		
1890.....	10.2	1898.....	11		
1891.....	23.2	1899.....	12.3		
1892.....	21.4	1900.....	14.7		
1893.....	21.9	1901.....	13.6		
1894.....	1.8				

Special-delivery statistics for all free-delivery (letter-carrier) post-offices for the year will be found in Table No. 13, page 71 of this report.

NEW CONTRACTS FOR DEPARTMENTAL ENVELOPES; REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES; AND POSTAL CARDS.

DEPARTMENTAL ENVELOPES.

Under the requirements of the ninety-sixth section of the act of Congress of January 12, 1895, and in accordance with an advertisement dated March 26, 1901, sealed proposals were invited for furnishing

such envelopes to the several Executive Departments of the Government as they might require during the fiscal year ending June 30, 1902.

Five bids were received, which were opened on May 1, 1901, the date set for that purpose, and five contracts were entered into for furnishing these envelopes during the year named, each bidder being awarded an equitable portion of the several items specified in the proposal, in accordance with his bid, as follows:

The United States Envelope Company, of Springfield, Mass.: For all of the white, cream-laid, and azure-blue envelopes, a portion of the cloth-lined envelopes, and all of the manila envelopes, except four items of manila tension envelopes.

R. Carter Ballantyne, Washington, D. C.: For a portion of the cloth-lined envelopes and a portion of the miscellaneous envelopes.

R. P. Andrews & Co., Washington, D. C.: For four items of manila tension envelopes and a portion of the miscellaneous envelopes.

William H. Rupp, Washington, D. C.: For a portion of the miscellaneous envelopes.

The American News Company, New York, N. Y.: For a portion of the miscellaneous envelopes.

In view of the fact that this Department was unable to determine just what kind of paper the several other Departments would desire to match with envelopes, contracts were awarded to the respective bidders for furnishing all of the different styles and makes of "miscellaneous" envelopes bid on, except where competition existed, when the contract was awarded to the lowest bidder, and where there were tie bids, when contracts were awarded to each bidder for a portion of the envelopes bid on in this manner.

A copy of the contract with the United States Envelope Company, which in form is substantially the same as the others, is included in this report, marked "No. 20." (See p. 112.)

A copy of the envelope schedule, showing the several kinds and prices of envelopes to be furnished, and giving the names of the contractors, etc., is also included herewith, marked "No. 21." (See p. 112.)

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

Under an advertisement dated June 26, 1901, inviting sealed proposals for furnishing to the Post-Office Department registered package, tag, official, and dead-letter envelopes during the period of one year, beginning October 1, 1901, the following bid only was received:

The Hartford Manufacturing Company, of Hartford, Conn..... \$115,335.90

Considering the number of proposals sent out and inquiries made concerning this contract prior to the opening of the bids, the Department naturally expected competition for the same, and was disappointed in receiving but one bid; but in view of the fact that the prices named in the bid received were lower, item for item, than those in the contract existing at that time, with the exception of two items, one of which was identical with the corresponding item then under contract and the other but 3 cents more per thousand envelopes over the price in the existing contract, the prices as a whole were considered equitable, and the contract was accordingly awarded to the only bidder, the Hartford Manufacturing Company, of Hartford, Conn. A copy of this contract is submitted with this report, marked "No. 18" (see p. 89).

POSTAL CARDS.

Since the period covered by this report, and under an advertisement dated July 20, 1901, inviting sealed proposals for furnishing all the postal cards which the Department might call for during the period of four years beginning December 1, 1901, the following seven bids were received, and on the date set—August 26, 1901—were opened:

Name of bidder.	Price per thousand cards.		
	For single card, large size.	For double or reply card, large size.	For single card, small size.
Charles C. Lodewick, Rensselaer, N. Y	<i>Cents.</i> 25.95	<i>Cents.</i> 52.00	<i>Cents.</i> 20.00
Willis Van Horn, Niagara Falls, N. Y	24.50	42.50	21.00
Wynkoop, Hallenbeck, Crawford Co., New York, N. Y	23.89	45.00	23.89
West Virginia Pulp and Paper Co., New York, N. Y	23.70	47.50	19.00
Stanley J. Benner, Piedmont, W. Va.....	23.25	48.00	19.25
Interstate Supply Co., Albany, N. Y	22.22	45.00	18.00
Albert Daggett, Piedmont, W. Va.....	21.75	42.00	17.50

Mr. Albert Daggett, the lowest bidder and the present contractor for furnishing postal cards, having complied with all the conditions required of him, was awarded the contract.

A comparison of the prices per thousand cards under the old and new contracts is given below:

Description.	Price per thousand cards.	
	Old contract.	New contract.
For the ordinary single card, $3\frac{1}{4}$ by $5\frac{1}{4}$ inches.....	<i>Cents.</i> 23.95	<i>Cents.</i> 21.75
For the smaller single card, $2\frac{1}{4}$ by $4\frac{1}{4}$ inches.....	20	17
For the double or reply card, $6\frac{1}{4}$ by $6\frac{1}{4}$ inches.....	47	42

Compared with the old prices the saving to the Government resulting from this arrangement is estimated to be about \$68,000 for the four years of the contract, an average of \$17,000 a year.

The paper for the cards will be made at Rumford Falls, Me., where the printing, boxing, and shipping will also be done.

A copy of the contract is shown in this report, marked "No. 19." (See p. 100.)

NOTE.—See page 11 of this report for description of new design of postal card to be manufactured under the new contract.

PAMPHLET OF POSTAL INFORMATION.

The pamphlet of general postal information for free distribution to the public, which was authorized by Congress during its last session, is in course of preparation, and will soon be ready for the printer.

This pamphlet will not be furnished direct from the Department to the public. It will be distributed through the postmasters of the country. Due notice will be given when it is ready for circulation.

REGISTRY SYSTEM.

The following is the report of the superintendent of the registry system, which is incorporated as a feature of my report:

POST-OFFICE DEPARTMENT,
THIRD ASSISTANT POSTMASTER-GENERAL,
OFFICE OF THE SUPERINTENDENT OF THE REGISTRY SYSTEM,
Washington, D. C., November 1, 1901.

SIR: I have the honor to submit herewith my annual report of the operations of the registry system during the year ending June 30, 1901.

Appended to this report, and forming a part thereof, I have the honor to submit tabulated statements showing for the fiscal year ending June 30, 1901—

1. The total number of letters and parcels, domestic, foreign, and free, registered at all the post-offices in each State, together with the aggregate registered in all the States, with the amount of registry fees collected therefor during the fiscal year, and the percentage of increase or decrease, as well as a recapitulation of the whole.

2. The operations of the registry service at the thirty leading registry cities of the country.

3. The total number and value of registered letters and parcels transmitted in the registered mails for the Treasury and Post-Office Departments.

The registry system is that branch of the postal service which embraces the supervision and control of the registered mails.

Mail matter may be registered upon payment of the special fee of 8 cents, in addition to postage, at every post-office, station, and sub-station in the country and by all rural free-delivery letter carriers.

First-class mail matter, unless its weight or bulk render it impracticable, may be registered by all letter carriers in the residential districts of free-delivery cities. Many carriers in the business districts of the free-delivery cities also register first-class matter. This, however, is left to the judgment of the postmaster in each instance.

All postmasters are required to render to the Third Assistant Postmaster-General, on the 1st day of January and July, respectively, of each year a report showing separately the number of letters and parcels, domestic, foreign and free, registered during the preceding six months of the year, not only at their main offices, but at their stations and sub-stations as well as their rural by free-delivery and city letter carriers.

From these reports it appears that the volume of registry business transacted during the year was as follows:

Total number of domestic paid letters registered.....	13, 696, 159
Total number of domestic paid parcels registered.....	2, 260, 967
Total number of foreign paid letters registered.....	1, 437, 975
Total number of foreign paid parcels registered.....	222, 177

Total number of paid registrations.....	17, 617, 278
Total number of articles registered free.....	3, 197, 223

Total number of articles registered, paid and free 20, 814, 501

Amount collected for registration fees..... \$1, 409, 382. 24

As compared with a similar statement of the volume of business transacted during the fiscal year ending June 30, 1900, these figures show—

An increase in the number of domestic letters registered of.....	1, 657, 736
An increase in the number of domestic parcels registered of.....	363, 002
An increase in the number of letters for foreign destinations registered of.....	159, 820
An increase in the number of parcels for foreign destinations registered of.....	43, 784

Or a total increase in the number of letters and parcels on which the registry fee was paid of	2, 224, 342
Representing an increase of registry fees of.....	\$177, 947. 36
There was an increase in the number of articles registered free of	167, 510

The increases shown in the number of paid registrations and the amount of registry fees collected are largely in excess of the greatest increases shown in these items in any one year in the history of the registry system.

The following table, showing the paid registrations since 1880, together with the increase or decrease of each year as compared with the previous year, is copied from your annual report for the fiscal year ending June 30, 1900, for the purpose of comparison:

Paid registrations for twenty years, beginning with the fiscal year ending June 30, 1880.

Year.	Total paid registrations.	Increase over previous year.
1880	5,967,743	1,860,386
1881	7,128,822	1,171,079
1882	8,414,979	1,286,157
1883	9,265,497	850,518
1884	9,570,593	305,096
1885	9,283,984	(1)
1886	9,693,527	410,543
1887	10,346,768	647,241
1888	11,251,544	904,776
1889	11,510,825	259,281
1890	12,164,169	653,344
1891	12,389,067	224,898
1892	12,544,010	154,943
1893	12,802,394	258,384
1894	12,461,438	(1)
1895	11,744,525	(1)
1896	12,192,361	447,836
1897	11,690,406	(1)
1898	12,477,498	787,092
1899	13,411,084	933,586
Total	216,312,234	10,665,160
Average yearly registrations	10,816,611.7	

¹ Decrease.

Decrease in paid registrations:	
1885 from 1884	281,609
1894 from 1893	340,956
1896 from 1894	716,913
1897 from 1896	501,955
Total decrease in twenty years	1,841,433
Total net increase in twenty years	8,813,727

From this table it will be seen that the total paid registrations during the period of twenty years, beginning with the fiscal year of 1880, were 216,312,234, or an average of 10,815,612 paid registrations per year.

The paid registrations for the fiscal year ending June 30 last (17,617,278) exceeded this yearly average by 6,801,666, or 62.88 per cent.

The average rate of increase per year in paid registrations during the period of twenty years beginning with the fiscal year ending June 30, 1880, was 440,687.

The increase for the last fiscal year (2,224,342), as compared with the fiscal year of 1900, exceeds this average rate of increase by 1,783,655 or 404.74 per cent.

The total net increase in the twenty years' period beginning with the fiscal year ending June 30, 1880, was 8,813,727.

The total net increase in paid registrations during the two fiscal years ending June 30, 1900 and 1901, respectively, aggregates 4,206,194, or more than 47 per cent. of that for the entire twenty years mentioned.

These comparisons serve to illustrate the enormous increase in the volume of revenue-producing registry business transacted during the last two years of your administration.

By reference to Table No. 14 it will be seen that there was an increase in paid registrations in every State and Territory in the country, a showing which, it is believed, can not be equaled in any of the previous years of the history of the registry system.

These increases range from 0.74 of 1 per cent. in Vermont to 61.90 per cent. in Alaska.

To the enormous increases in both the Territory of Hawaii and Porto Rico I simply desire to invite attention without comment other than to say that they afford a striking illustration of what may be expected in the future from the introduction of the domestic registry system in those islands.

It will be noticed in the table that the only decreases indicated are in the total number of letters and parcels registered free.

The increase in the volume of the registry business transacted has been due largely to the introduction of letter-carrier registration, and to the special efforts which have

been made to acquaint the public with the advantages of the registry service by placards posted in post-offices, by information cards circulated by city letter and rural free-delivery carriers, and by the personal visits of the assistant superintendents of the registry system to many of the post-offices.

DIFFICULTY IN SECURING CORRECT REPORTS.

Notwithstanding the fact that the foregoing statements are exceedingly gratifying in showing the healthy growth of the registry service generally, I am thoroughly satisfied that the figures herein given fall far short of the actual paid registrations of the country, and this comes of a deplorable indifference on the part of many postmasters to correctly render the reports of their registry business as required by the regulations.

By modification of section 1138 of the Postal Regulations, beginning with the fiscal year ending June 30, 1900, postmasters were required to render the reports of the registry business of their offices semiannually instead of quarterly.

Notwithstanding the fact that due notice of this change has been almost constantly promulgated in the Postal Guide, and brought to the personal attention of every postmaster in the country by circulars, letters, and the card forms upon which these reports are to be rendered, thousands of postmasters still render their reports quarterly to this office, and when their attention is called to the error, in many cases it is certain that the same quarterly reports are returned as correct reports for the six months' period.

During the past year not less than a half million circulars, letters and cards have been sent to postmasters, calling attention to the importance of correctly rendering their reports when due; and yet our assistant superintendents of the registry system have found that even in large Presidential post-offices the reports rendered to the Department have fallen far short of the actual business transacted.

The reports when received are carefully examined and recorded, or returned for correction when that is necessary, but despite the most careful scrutiny and efforts of the experienced clerks engaged upon the registry records, it is plainly apparent that the efforts to obtain correct reports have not proved successful in every instance.

CARRIER REGISTRATION.

The total number of free-delivery offices at the close of the fiscal year was 866, and the total number of letter carriers attached thereto, 16,389.

Special reports received at this office in addition to the semiannual reports show the total registrations by letter carriers during the fiscal year to have been 237,716, divided among the States and Territories as shown in the following table:

Registrations by carriers, 1900-1901.

Alabama.....	873	Nevada.....	8
Arizona.....	31	New Hampshire.....	3,403
Arkansas.....	1,255	New Jersey.....	12,711
California.....	2,906	New Mexico.....	15
Colorado.....	2,416	New York.....	25,313
Connecticut.....	6,317	North Carolina.....	822
Delaware.....	363	North Dakota.....	71
District of Columbia.....	939	Ohio.....	21,601
Florida.....	944	Oklahoma.....	33
Georgia.....	1,775	Oregon.....	271
Idaho.....	23	Pennsylvania.....	25,708
Hawaii.....	None.	Porto Rico.....	None.
Illinois.....	21,257	Rhode Island.....	4,896
Indiana.....	7,492	South Carolina.....	728
Iowa.....	2,788	South Dakota.....	81
Kansas.....	1,302	Tennessee.....	4,521
Kentucky.....	4,326	Texas.....	3,151
Louisiana.....	3,185	Utah.....	282
Maine.....	2,016	Virginia.....	1,887
Maryland.....	2,132	Vermont.....	955
Massachusetts.....	25,314	Washington.....	2,542
Michigan.....	13,022	West Virginia.....	3,931
Minnesota.....	3,823	Wisconsin.....	4,500
Mississippi.....	606	Wyoming.....	31
Missouri.....	13,888		
Montana.....	207		
Nebraska.....	1,057	Total.....	237,716

An examination of the reports received shows that the 30 cities which led in carrier registration are not the 30 leading registry cities of the country.

The following table shows the 30 cities whose carriers registered the greatest number of letters on their routes:

Number of registrations by carriers at each of the 30 cities of the country which led in that feature of the registry service during the year ending June 30, 1901.

Chicago, Ill	14, 443	Providence, R. I	2, 706
St. Louis, Mo	12, 014	Louisville, Ky	2, 694
Boston, Mass	8, 882	Milwaukee, Wis	2, 338
Detroit, Mich	6, 569	Newark, N. J	2, 141
Cleveland, Ohio	5, 174	Seattle Wash	2, 130
Cincinnati, Ohio	4, 961	Baltimore, Md	1, 943
Pittsburg, Pa	4, 393	Denver, Colo	1, 858
Philadelphia, Pa	3, 845	Minneapolis, Minn	1, 767
New York, N. Y	3, 553	Concord, N. H	1, 737
Dayton, Ohio	3, 283	Chattanooga, Tenn	1, 722
Brooklyn, N. Y	3, 089	Allegheny, Pa	1, 715
Sistersville, W. Va	2, 933	Nashville, Tenn	1, 698
Buffalo, N. Y	2, 884	Indianapolis, Ind	1, 620
New Orleans, La	2, 782	Toledo, Ohio	1, 599
Worcester, Mass	2, 767	Albany, N. Y	1, 536

This table materially differs from the table showing the 30 leading carrier registration cities for the fiscal year ending June 30, 1900, in that but 5 cities rank now the same as last year, namely, Chicago, Ill. (1), Cleveland, Ohio (5), New York, N. Y. (9), New Orleans, La. (14), and Milwaukee, Wis. (18).

Two cities rank higher—St. Louis, Mo., which is now No. 2 and was last year No. 4; Cincinnati, Ohio, which is now No. 6 and last year was No. 11.

Twelve cities, although showing an increase in registrations over last year, rank lower this year in the table; and 11 cities which last year appeared in the table, namely, San Francisco, Cal.; Washington, D. C.; Des Moines, Iowa; Los Angeles, Cal.; Kansas City, Mo.; New Haven, Conn.; St. Paul, Minn.; Hartford, Conn.; Rochester, N. Y.; Portland, Oregon, and Jersey City, N. J., do not appear at all in this year's table.

Eleven cities which did not appear in the table last year, namely, Dayton, Ohio (10), Sistersville, W. Va. (12), Worcester, Mass. (15), Concord, N. H. (24), Chattanooga, Tenn. (25), Allegheny, Pa. (26), Nashville, Tenn. (27), Indianapolis, Ind. (28), Toledo, Ohio (29), and Albany, N. Y. (30), appear in this year's table.

Philadelphia, Pa., where the carrier registration service was not introduced until July 2, 1900, ranks this year in the table as No. 8.

The most noticeable increase in carrier registration was in St. Louis, Mo., which this year registered 12,014 pieces, as against 2,467 for last year.

It should be stated that the registrations in all the cities mentioned in the report for the fiscal year ending June 30, 1900, show an increase, more or less, in their registrations for the past fiscal year.

On the 25th of February last a circular was promulgated from this office, addressed to postmasters at all free-delivery offices, calling attention to the fact that the success of the system of carrier registration depends in a great measure upon the energy, zeal, and faithfulness of the letter carriers themselves in encouraging the registration of valuable matter by the patrons on their routes, and in that circular it was stated that—

“For purposes of its own the Department desires to ascertain the names of the carriers who, when the circumstances and conditions of their respective routes are taken into consideration, have given the highest degree of satisfaction in this branch of the service.”

This circular was followed, on the 1st of July, with a special request to the postmaster at every free-delivery office for the names and cap numbers of the three letter carriers at his office or stations who, when the peculiar conditions on their respective routes were considered, made the best showing in carrier registration during the year, together with the number of letters registered by each.

Reports were received from every postmaster, and, as it is impossible to publish the names of the leading carriers at all of the cities, I have prepared the following tables, showing what is contained in those reports, so far as the leading carriers are concerned.

The first table gives a list of the 30 carriers who registered the greatest number of letters on their routes, as shown by the postmasters' reports:

List of carriers who registered the greatest number of letters on their routes.

Carrier.	Cap No.	Post-office.	Registrations.
Wm. L. Black.....	3	Sistersville, W. Va.....	2, 685
John J. Dowd.....	1	Worcester, Mass.....	982
Robert H. Bridges.....	7	Johnstown, Pa.....	861
J. J. Miller.....	506	St. Louis, Mo.....	716
Walter A. Chase.....	9	Concord, N. H.....	715
Paul Garnier.....	919	St. Louis, Mo.....	649
Robert N. Thompson.....	11	Newark, N. J.....	594
E. P. Hennesey.....	75	St. Louis, Mo.....	529
Henry S. Brittell.....	3	Marquette, Mich.....	522
R. W. Hartley.....	4	Seattle, Wash.....	481
George Glotfelter.....	103	Minneapolis, Minn.....	396
Chas. L. Darst.....	17	Seattle, Wash.....	361
E. F. Frink.....	1	Clinton, Iowa.....	343
Frank A. Gies.....	11	Easton, Pa.....	41
Lucratus M. Sanborn.....	13	Concord, N. H.....	339
John Maxam.....	10	Saginaw, Mich.....	337
John L. Kehoe.....	43	Providence, R. I.....	334
W. E. Lilly.....	19	Chattanooga, Tenn.....	315
G. W. Green.....	19	Bridgeport, Conn.....	298
Frank J. Maher.....	40	Providence, R. I.....	291
Darius Hutton.....	187	Pittsburg, Pa.....	285
Charles B. Felton.....	4	Sunbury, Pa.....	283
Wm. Szendel.....	121	Cleveland, Ohio.....	282
Junius F. Thurston.....	19	Denver, Colo.....	267
Robert E. Davis.....	3	Pinebluff, Ark.....	250
G. O. L. Dewey.....	25	Kansas City, Mo.....	245
Joseph Gray.....	2	Saginaw, Mich.....	245
C. P. Clark.....	(1)	Sistersville, W. Va.....	233
Frank Wandell.....	14	Battle Creek, Mich.....	230
Jas. F. Jelinek.....	86	Cleveland, Ohio.....	220
Leonard G. Davis.....	139	do.....	220

¹ Substitute.

It will be seen that William L. Black, carrier No. 3, of Sistersville, W. Va., registered by far a greater number of letters than any other carrier.

It is proper to state, however, that the registrations of this carrier were offered almost entirely by one large business institution on his route; and while I do not wish to detract in any sense from the credit due him for the zealous and faithful performance of his duty in this service, I think it fair to state that the large number of letters registered by him does not necessarily give him the first rank in carrier registration.

The registrations of this one carrier give the office to which he is attached (Sistersville, W. Va.) a rank among the 30 leading cities in carrier registration.

The next table contains the name of the carrier at each of the 30 cities leading in carrier registrations who, when the peculiar conditions of his route are considered, made the best showing in this branch of the registry service in his city.

List of carriers at the 30 cities leading in carrier registration who, when the peculiar conditions of their respective routes are considered, made the best showing in this branch of the registry service.

Carrier.	Cap No.	Post-office.	Registrations.
Wm. L. Black.....	3	Sistersville, W. Va.....	2, 685
John J. Dowd.....	1	Worcester, Mass.....	982
J. J. Miller.....	506	St. Louis, Mo.....	716
Walter A. Chase.....	9	Concord, N. H.....	715
Robert N. Thompson.....	11	Newark, N. J.....	594
R. W. Hartley.....	4	Seattle, Wash.....	481
George Glotfelter.....	103	Minneapolis, Minn.....	396
John L. Kehoe.....	43	Providence, R. I.....	334
Darius Hutton.....	187	Pittsburg, Pa.....	285
Wm. Szendel.....	121	Cleveland, Ohio.....	282
Junius F. Thurston.....	19	Denver, Colo.....	267
W. I. Bixler.....	45	Dayton, Ohio.....	212
Malcolm M. Gardner.....	70	Toledo, Ohio.....	210
Alvin A. Bullen.....	501	Boston, Mass.....	200
Harvey J. Neale.....	9	Allegheny, Pa.....	182

List of carriers at the 30 cities leading in carrier registration, etc.—Continued.

Carrier.	Cap No.	Post-office.	Registra- tions.
Charles Fink	545	Chicago, Ill	166
E. A. Turner	3	Chattanooga, Tenn	164
John E. Bender	5	Milwaukee, Wis	163
S. J. Milliron	41	Nashville, Tenn	158
August Schneck	76	Detroit, Mich	127
Harry Stout	561a	Brooklyn, N. Y.	124
Hugh J. Savage	183	Cincinnati, Ohio	115
George W. E. Argus	209	Buffalo, N. Y.	111
C. A. Rumpf	183	Baltimore, Md	110
L. T. Kenner	44	New Orleans, La	107
W. A. Wade	26	Louisville, Ky	107
James White	476	New York, N. Y.	99
Chas. A. Willoughby	49	Indianapolis, Ind	89
Wm. H. Armstrong	19	Albany, N. Y.	85
Henry A. Keyser	689	Philadelphia, Pa.	57

The following table shows the carriers who have been specially commended by postmasters for exceptional efforts made by them in connection with the registration of letters on their routes:

Carrier.	Cap No.	Post-office.	Registra- tions.
Robert E. Davis	3	Pine Bluff, Ark	250
August Schneck	76	Detroit, Mich	127
A. A. Turner	33	Lynn, Mass	107
Wm. E. Drake	1	East St. Louis, Ill	106
J. Oscar Bailey	4	Wallington, Conn	104
R. Holcombe	3	Elyria, Ohio	81
Frank E. Miller	2	Ocean Grove, N. J	66
J. B. Rivers	5	Anniston, Ala	62
John W. Telford	4	Oneonta, N. Y.	25
Owen H. O'Neill	3	Santa Barbara, Cal	23

There are many carriers with comparatively a small number of registrations to their credit, who, nevertheless, deserve special commendation for exceptional efforts made by them in behalf of carrier registration, and this is true of August Schneck, of Detroit, whose registrations, the postmaster states, "have been obtained from foreigners, Poles and Galatians, who live in a remote part of the city and who would never have heard about carrier registration but for the pains that this carrier has taken to spread the information in regard to it."

There are, doubtless, many other carriers like this one, who deserve special mention, and it is regretted that the postmasters in sending their reports to this office failed to specially point them out, that their names might be honorably mentioned.

It is a noticeable fact that the number of letters registered by letter carriers on their routes varies in proportion to the interest manifested by the postmaster and his zeal in exacting of the carriers a full performance of their duties in accordance with the printed instructions furnished for this system.

I regret to say that the larger proportion of the postmasters at the free-delivery cities have as yet not given to this new and valuable branch of the service that careful personal attention and supervision which it should have.

There are many postmasters who utterly fail to perceive any advantages at all in carrier registration; and to show the diverse opinions of postmasters as to its utility, attention is invited to the following comments made by postmasters in submitting their annual carrier registration reports:

The postmaster at Manistee, Mich., at whose office 152 letters were registered by carriers on their routes, states:

"I do not believe the benefit to the public afforded by this service anywhere nearly compensates for the time required to perform it."

As offsetting this, the postmaster at Detroit reports that one carrier at his office registered 115 letters, which were entirely new business from one patron.

The postmaster at Dixon, Ill., at whose office 54 letters were registered, states:

"I do not believe that the efforts of individual carriers have anything to do with the amount of registrations reported."

Yet the postmaster at Kalamazoo, Mich., at whose office 131 letters were registered by carriers, states:

"The increase in registration at this office is largely due not to the actual number

of letters registered by carriers, but as the result of their distributing information cards along the line of their routes."

While the postmaster at Denison, Tex., with 134 letters registered by his carriers, states:

"It has been quite hard to interest the carriers in this new method, but my record shows that in the past three months they have made a gain of 60 per cent. over the previous three months. In my opinion the following year will show a larger increase."

And the postmaster at Nashville, Tenn., reports:

"Since the receipt of the circular of the Department calling for the names of the carriers who have made the best showing on their routes the carrier registrations at this office have greatly increased, those for the past six months being very much greater than for the first six months of the year."

This postmaster has established a roll of honor in his office, upon which appear each month the names of the carriers whose efforts in behalf of carrier registration entitle them to special mention—a very commendable move, that might well be imitated by all other postmasters where this service is operated.

The postmaster at Oswego, N. Y., at whose office 183 letters were registered by carriers, says:

"This service is giving excellent satisfaction. The route of carrier No. 5 is the most remote from the post-office, and yet this carrier registered 62 letters during the year."

The postmaster at Oneonta, N. Y., at whose office 57 letters were registered by carriers, says:

"Carrier Telford, who has registered 25 letters during the year, has taken great pains to work up the business, and his route is a very poor one for registry business."

The postmaster at Salem, Ohio, after having his attention called to the subject of carrier registration, writes:

"I am quite certain that the registration of letters by carriers has not been encouraged as it should have been. I have found that a part of the time carriers have not carried their books with them, and have at those times made up their registrations in the office, returning receipts on their next trips. They have all been cautioned about this, and I will watch that this practice is not repeated."

The postmaster at Emporia, Kans., writes:

"I, as postmaster, have interviewed over 50 per cent. of the parties who have registered letters with the carriers, and they invariably tell me that they would have sent their letters by open mail if they could not have registered them with the carriers."

Carrier registration, in my judgment, serves to show in an exceptional manner the merits of the letter carriers themselves and their zeal and faithfulness in performing the duties allotted to them by the Department.

The carrier who registers but few or no letters on his route during the year may be assumed to be indifferent to the instructions which have been given him, or to the manner in which his legitimate duties in connection with the registry service are performed.

One carrier can do as well as another if he but properly exerts himself.

It does not follow that the carrier who registers the highest number of letters in his city is giving the greatest satisfaction or doing the best work in carrier registration. It is rather the carrier who wins to the patronage of the registry service patrons who have never before sent their valuable matter through the registered mails who is deserving of imitation and who fully realizes the object of the Department in the introduction of the carrier service.

The statistics herein given are sufficiently varied to show that carrier registration is a most valuable auxiliary of the postal service, provided all the letter carriers faithfully obey their instructions.

The conditions are substantially the same in all the large cities, and there is no good reason, short of indifference on the part of the postmaster and his subordinates and carriers, why the number of letters registered in each of the free-delivery cities should not be in proportion to the size of the population thereof.

While the Department is not and does not desire to be put in the attitude of soliciting business, it does desire that the people of the country shall be informed as widely and as fully as possible by all legitimate means of the advantages of the registry service, to the end that valuable matter will not be sent in the ordinary mails where it will be a source of temptation to the employees who handle it, and where its recovery in case of loss or theft is extremely doubtful.

The benefits of carrier registration are twofold:

First. The convenience of the public in enabling the residents of free-delivery cities to have their valuable mail registered at their house doors with the least possible amount of trouble.

Second. That those of the public who have not heretofore known what a registered letter is, or of the excellent means provided in the registry service for the safe transmission of valuable matter, may be fully advised of the peculiar advantages of the registry service.

Hundreds and thousands of valuable letters have been registered by letter carriers for persons who otherwise would have placed them in the ordinary mails, because, until the information was conveyed by the letter carriers to their very doors, the senders did not know that there was such a thing as the registry service.

Prominent postmasters have opposed the introduction of the carrier registry service at their offices because the number of their stations was adequate to meet the needs of the patrons of their cities, and yet, as a result of the introduction of this service, have found large increases in their registry business.

One of the cities whose postmaster, with the postmaster at Manistee, Mich., sincerely did not believe that the benefit to the public afforded by the service "anywhere nearly compensated for the time required to perform it," will find that after one year of trial his office holds a rank among the ten leading cities in carrier registration; and the observation of the Department unmistakably verifies the fact shown by the experience of the postmaster at Kalamazoo, that the increase in the general registry business of the post-offices at free-delivery cities is more clearly due to carrier registration and the circulation of the carrier-registry information cards than to any other cause.

Postmasters who have given this service their careful attention and unwavering support not only report large numbers of letters registered by their carriers, but increased registrations at their main offices; and letter carriers who have obeyed their instructions, regarding the spirit as well as the letter, have good records to show for their work at the close of the year.

RURAL CARRIER REGISTRATION.

The total number of letters and parcels registered by the 4,301 rural free delivery carriers during the fiscal year ending June 30, 1901, was 51,428, or an average of a little less than 12 pieces by each carrier for the year.

Inasmuch as every route served by a rural free delivery carrier covers territory formerly served by several post-offices, it is apparent that the introduction of the rural free delivery service results in a reduction in the amount of registry business transacted in rural communities thus served.

This may be due to two causes:

1. That the patrons of the rural free delivery routes have not yet been fully informed, nor do they understand, that their valuable letters and parcels may be registered by a rural free delivery carrier, and when thus registered that they will be as safely cared for and transmitted as if registered at a post-office.
2. That with the introduction of the rural free-delivery service communities which have not before been thus supplied are now furnished with money-order facilities, so that money heretofore sent in the registered mails from these communities is now transmitted by money order.

Upon the establishment of rural free-delivery routes carriers are equipped with the necessary registry books, both for the registration of mail matter and for the delivery of registered matter, and with carefully printed instructions, as well as with registry information cards for general distribution to the patrons along the line of their routes. Many thousands of these cards have been distributed.

The result thus far, from a registry standpoint, is not entirely satisfactory; but with the cooperation of the office of the First Assistant Postmaster-General, which has always been heartily given in the past, further efforts will be made during the coming year to inform the rural public of the advantages of the registry service, with the hope of better results in the amount of business transacted in the future.

MARINE CARRIER REGISTRATION.

The postmaster at Detroit, Mich., reports that 75 pieces were registered during the last fiscal year by the three marine letter carriers employed at his office.

GOVERNMENT MONEY VALUES SENT FREE IN THE REGISTERED MAILS.

Attention is invited to Table 16, on page 88, showing the number and value of letters and parcels carried in the registered mails during the fiscal year ending June 30, 1901, for the Post-Office and Treasury Departments alone.

This table shows that during the fiscal year, for these two Departments alone,

983,977 pieces were received or sent, representing actual money values to the stupendous amount of \$1,798,124,350.25; or, for the Treasury Department alone, money values to the amount of \$1,446,838,647.19.

For the transmission of these immense values no credit whatever appears in the amount of the registry fees collected or the receipts of the registry service, this being entirely free business.

In addition to this, hundreds of thousands of letters and parcels have been carried in the registered mails for the other Executive Departments, the number and value of which it has been impossible to definitely ascertain.

It has been ascertained, however, and will appear later on, that the number of losses resulting from the handling of this immense business was but 41 articles, the value of which aggregated but \$2,194.43.

I had hoped to be able to give in this report the actual cost of the conduct of the registry service during the last fiscal year, but, while much has been learned upon the subject, I regret to state that the accounts kept in other bureaus are not in such form as to enable them to furnish necessary data for this purpose. Enough, however, has been ascertained to enable me to say that the statement heretofore made that the registry service is conducted at a loss is not based upon good foundation, but rather upon a superficial examination of the sums collected as registry fees, disregarding entirely this enormous volume of free registry business handled for the Government, which, if not sent in the registered mails, must have been sent by express at an enormous cost.

Inquiry was made of the Treasury Department to ascertain, if possible, the average cost per \$1,000 paid for transporting public moneys by express, but the reply was elicited that bills for such service are paid from various appropriations, audited in different offices, and contain many thousand items monthly, and in no place in the Department was a record kept so as to show the average cost per \$1,000 except in the case of silver coin, which appears to have been shipped each year since 1886 at the average rate of about \$2 per thousand.

The further statement was made that—

"The minimum rate under the contract with the United States Express Company for gold is one-half and for paper money one-fifth of the rate for silver, but owing to the fact that there are so many thousand shipments made on which the rate is above the minimum on account of the distance carried and the handling by more than one express company, and that many more millions of paper than of coin are transported, no average could be struck on the whole amount shipped without a calculation involving each item, which would take many days with a larger clerical force than the Department is able to spare for the purpose."

In the registered mails have been carried at one time or another gold and silver coin and bullion, as well as paper currency.

If the values carried for the present year for the Treasury Department alone had been paid for at the rate of \$2 a thousand, the cost to that Department would have been \$2,893,677.29, and the cost of carrying the valuable articles for both the Post-Office and Treasury Departments, at the average rate of \$2 a thousand, would have been nearly \$3,600,000.

Had even the minimum rate paid by the Treasury Department to the United States Express Company for shipments of currency been paid upon these values, the cost of their transportation would have amounted to \$719,249.74.

Had the registry fee been paid upon each of these letters and parcels, the Treasury Department would have paid \$21,168.08 and the Post-Office Department \$57,550.08, or both together \$78,718.16 as registry fees alone—the least possible credit which could have been given to the registry service for the safe transportation of this immense treasure.

It is, of course, impossible to estimate the money values transmitted in the registered mails for the general public, but a comparison of the cost of the transmission of the free matter by registered mail for the Treasury and Post-Office Departments, at 8 cents per letter or parcel, with its probable cost at the rates chargeable by express, will serve in some measure to indicate the immense benefit of the registry service to the general public.

I have emphasized this feature of the report for the benefit of those who hereafter may feel inclined to look into the utility of the registry service and criticise it as a revenue-producing branch of the postal service.

HAWAII AND PORTO RICO.

The introduction of the domestic registry service into Hawaii and Porto Rico has resulted in an increase in the business in Hawaii during the fiscal year of 38,258 and in Porto Rico of 27,524 articles registered.

Much has been said of the excellent character of the registry service in the Hawaiian Islands prior to their annexation. The enormous increase in the registry business, however, since that time, compels the belief that the people find our domestic registry service a decided improvement, as testified by a largely increased patronage.

The same increase of business and general improvement in the service is noticeable in Porto Rico.

EXCEPTIONAL REGISTRY SERVICE IN CHINA.

Mention was made in your last annual report of the exceptional registry service provided for the benefit of United States troops which were sent to China for the relief of the United States legation at Peking. United States military postal stations were established at Peking, Tientsin, and Tongku.

The following table will show the total number of articles registered at these stations during the entire time registration facilities were provided—namely, from September 17, 1900, to May 25, 1901:

Name of station.	Official.		Paid.		Total.
	Letters.	Parcels.	Letters.	Parcels.	
Pekin	146	20	893	7,450	8,509
Tientsin	183	15	121	2,171	2,440
Tongku	26	11	150	503	690
Grand total					11,639

The foregoing statistics were furnished by Mr. Granville Hunt, the postal agent at Peking, who informs me that he has never been advised of a single loss, nor has any complaint reached him concerning the character of the registry service provided for the troops in China.

By order No. 1008 of the Acting Postmaster-General, dated August 23, 1901, the conditions then existing in China rendering it impracticable to further carry out the provisions of paragraph 5 of order No. 395 of the Postmaster-General, dated March 30, 1901, it was directed that on and after September 1, 1901, all mail matter to and from persons in the United States military and naval service in China shall be subject to the rates, classification, and conditions existing prior to the establishment of the exceptional service in that country.

The United States military service was then discontinued, the stations abolished, and the postal officers withdrawn from China.

The registrations given in the above table are, of course, not included in the other statistics embraced in this report.

LOSSES.

The chief post-office inspector reports that during the year his office received 8,033 complaints relating to registered matter, originating at and addressed to post-offices in the United States. Of this number 5,394 were fully investigated, leaving 2,639 outstanding at the close of the year. Of the 5,394 cases investigated but 1,670 were found to involve losses, which may be classified as follows:

Losses chargeable to burning and wrecking of post-offices, postal cars, and steamboats, and to minor unavoidable accidents	1,036
Losses chargeable to depredations by postal officials	209
Losses through postal employees from causes other than theft	142
Losses resulting from depredations by outside parties	142
Losses the responsibility for which could not be fixed	141
Total	1,670

Of the foregoing cases recoveries were made and the values of the lost articles restored to the owners as follows:

Through the office of the chief post-office inspector	300
Through the Dead-Letter Office	26
Through outside parties and direct to losers	1,030
Total recoveries	1,356
Cases in which recovery was impossible	314
Aggregate as above	1,670

If the proportion of loss in the cases outstanding be the same as in the cases already investigated, the number of irrecoverable losses for the entire year will reach 468, or 1 in every 44,475 pieces registered.

Of the 314 ascertained cases of irrecoverable loss, 41 involved official matter exclusively, leaving but 273 as the number of losses suffered by the public. If the percentage of loss sustained by the public in the cases already investigated be the same in the cases yet outstanding, the total number of irrecoverable losses sustained by the public out of the 17,617,278 registered articles upon which the fee was paid will be 407, or 1 in every 43,285 prepaid articles registered.

Of the 273 irrecoverable losses sustained by the public, 40 were unsealed parcels other than letters, whose contents were valued at \$107.63, and 233 were letters or first-class matter prepaid as such.

The number of official registered articles lost was 41, with a value of \$2,194.43, \$1,192 of which consisted of money-order funds stolen in the registered-mail pouch at Station H of the post-office at New York City on October 15, 1900, by Joseph H. Conlin.

The foregoing statement is perhaps the most gratifying, in the smallness of the number of losses, in the history of the registry system, for, notwithstanding the increase of 2,224,342, making a total of 17,617,278 paid registrations, the percentage of loss to the public was but a little more than sixteen ten-thousandths of 1 per cent., while the percentage of total losses, paid and free, in an increased registration of 2,391,852, or a total of 20,814,501 articles, was but a little more than two one-thousandths of 1 per cent.

As in former years, it will be perceived that the great bulk of the losses are chargeable to the burning and wrecking of post-offices, postal cars, and steamboats, and minor-unavoidable accidents.

The number of losses chargeable to depredations by postal officials, while greatly in excess of the showing for last year, is not by any means an indication of an increase in the number of dishonest persons in the postal service, the largest portion of these losses being chargeable to the depredations of but a few persons, such as the robbery of the registered-mail pouch at Station H in New York City by Joseph Conlin, involving the theft of 35 registered pieces, and a few similar cases.

The percentage of cases of loss due to carelessness or dishonesty of postal employees, in which recovery is impossible, is indeed small. Most of the cases of irrecoverable loss are due to accidents which could not be foreseen or prevented.

The significance of these facts is that the registry service is practically an absolutely safe service, barring the destruction of registered mail by fire or flood, and so zealous and careful are postal employees in the discharge of their duties in the face of calamities of this kind that registered mail is seldom lost if it be possible to save it without loss of life.

There is a noticeable decrease in the number of losses by postal employees through causes other than theft, which indicates an increased efficiency in the handling of registered mails in the postal service generally. A considerable decrease in the number of losses, the responsibility for which could not be fixed, is due not only to the efficiency of the post-office inspectors, but as well to improvements introduced in registry divisions throughout the country by the assistant superintendents of the registry system, of whose work more will be said later on.

INDEMNITY PAID.

The total number of indemnity cases paid during the year was 151, aggregating \$1,034.38, or an average of \$6.85 for each claim.

Of the 151 cases, 69, or 45.7 per cent., were for the limit of \$10, and 82, or 54.3 per cent. of the cases, were for less than that limit.

The amount paid on the 69 cases was \$690, and the amount paid on the others was \$344.38.

Of these 151 cases, 17, aggregating \$138.75, were paid out of the appropriation for the fiscal year ending June 30, 1899, on account of losses sustained in that year; 75, aggregating \$509.36, were paid out of the appropriation for the fiscal year ending June 30, 1900, on account of losses sustained during that year; and 59, aggregating \$386.27, were paid out of the appropriation for the fiscal year ending June 30, 1901, on account of losses sustained during that year.

Of the indemnities paid out of the appropriation for the fiscal year ending June 30, 1901, 33 were for less than the maximum amount, or \$126.27, and 26 for the full limit of \$10 in each case, or \$260.

The excellent showing of the registry service for the past year in the matter of losses, indicating a steady improvement in security and a gradual decrease in the

percentage of loss, impels me to earnestly recommend that Congress be asked to increase the limit of indemnity paid for the loss of any one piece of first-class registered matter from \$10 to \$100. Indeed, I would go even further than this, and urge that indemnity be provided for the loss of every registered article upon which the registry fee of 8 cents has been exacted, regardless of its class or contents.

During the past year there has been a growing disposition in other bureaus against taxing persons engaged in the postal service for losses of registered mail for which they are responsible, in order to indemnify the owner of such mail.

For many years past it has been the custom of post-office inspectors, with the sanction of the Fourth Assistant Postmaster-General and of this bureau, to require postmasters, postal employees, and mail contractors to make good losses for which they were responsible.

In the case of postmasters demand was made for the amount of the loss, and this demand was usually complied with.

In the case of postal employees, demand for the amount of the loss was made either upon them or their bondsmen, and in but very few cases was it made unsuccessfully.

In the case of mail contractors (railroad and star route), the practice has been to request the Second Assistant Postmaster-General to levy a fine against the contractor with 25 per cent. additional as a penalty, the whole amount to be deducted from the contractor's pay unless he made good the amount of any loss which occurred through negligence or criminality on the part of his employees. If the amount were made good for this purpose, the Second Assistant Postmaster-General was asked to remit the fine with the 25 per cent. additional, and this was done.

This plan has operated with great benefit to the service heretofore.

Recently, however, a fine of this kind was assessed against a railroad company whose employees were unquestionably responsible for a registry loss (case H 732, vol. 56), and this company, rather than pay the amount of the loss to indemnify the owner of the lost article, valued at \$30, preferred to pay the fine with 25 per cent. additional, amounting to \$37.50.

The result was that the entire amount was deposited in the Treasury to the credit of "fines and penalties," the Government being a gainer to the extent of \$27.50 on account of the loss of an article valued at \$30, the owner of which received but \$10 in the way of indemnity, which was all that could be paid him under the indemnity act.

While the action in this case may have served to make the railroad company more careful in the handling of registered mails thereafter, that fact was hardly a balm to the feelings of the man who had suffered the absolute loss of \$20, particularly when he knew that the amount of his full loss, with 25 per cent. additional, had been collected by the Government and deposited in its coffers, making it a gainer to the extent of \$27.50 through his misfortune.

Even if the office of the Second Assistant Postmaster-General should be inclined to agree to the continuance of this method of collecting the value of lost registered articles from mail contractors, which I now understand is doubtful, this illustration will serve to show how imperfect that method is on some occasions and what a gross injustice it can work to a person who has paid a special fee for the safe transmission of his registered mail.

The total number of cases of irrecoverable loss suffered by the public during the last fiscal year was but 273, and of these 233 were letters, leaving but 40 parcels, whose value was but \$107.63.

According to the statement of indemnities paid during the current year, 69 of the 161 cases, or 45.7 per cent., were for the limit of \$10, while 82, or 54.3 per cent., of the cases were for less than that limit.

If indemnity had been paid upon the entire 233 letters upon the basis of allowing \$100 on each claim above the present limit of indemnity and \$6.85 upon each claim below the limit, 107 cases would have required the payment of \$10,700 and 126 cases the payment of \$863.10, and both combined the payment of \$11,563.10. Add to this the actual ascertained value of the 40 lost registered parcels and it will be seen that \$11,670.73 would be sufficient to pay full indemnity for every article which has been ascertained to be irrecoverably lost.

But, as a matter of fact, the losses above the limit of \$10 would fall very far short in average value of \$100 each, while those below the limit would undoubtedly fall short of the average loss per claim, as shown by the statement of the present year; and we know that all of the lost registered letters did not involve the loss of money values upon which a claim for indemnity could be based. Indeed, according to the statement furnished by the Auditor, but 59 claims for indemnity, aggregating \$386.27, have been thus far approved and paid on account of the irrecoverable losses sustained by the public during the fiscal year ending June 30, 1901.

I believe that an appropriation of \$12,000 a year will be amply sufficient for the payment of indemnity for all lost registered matter upon which the registry fee is exacted, provided that no more than \$100 be paid on any one claim, and I earnestly urge that Congress be asked to amend the indemnity act by raising the indemnity from \$10 to \$100 and the amount of the yearly appropriation from \$8,000, as at present, to \$12,000.

Had this provision been made for the fiscal year ending June 30, 1901, and all of the 151 claims for indemnity, covering losses for three years, been paid thereunder, it would have required but \$7,244.38 to meet them all, assuming that every case in excess of \$10 would have involved the payment of \$100—which is not at all likely.

If provision were made for fairly indemnifying the owners of lost registered articles, and the law so framed as to require postmasters or postal employees to make good the loss of registered articles for which they are responsible, the registry service would be vastly improved and more highly commend itself to the public as a means of safe transmission for valuable matter, and the cost thereof to the Government would be but little, if any, increased.

THROUGH REGISTERED POUCH, INNER REGISTERED SACK, AND BRASS LOCK EXCHANGES.

For years the registry system has been hampered with the motto "safety, not celerity, is the object of the registry service."

This motto has been construed in various ways by postal officers and postmasters, with the result that in many instances the expeditious handling of the registered mail has been woefully sacrificed to suit the convenience of postmasters, post-office clerks, and others in the service. Many have considered that their duty was entirely performed if a registered letter was carried to its destination safely, regardless of the time occupied in its transmission.

During the past year we have earnestly endeavored, if not to repudiate this misleading maxim, at least to put the proper construction upon it and have it generally understood.

Following your decision that registered mail is as safe in the hands of a postal clerk to whom it has been directly delivered, and who has given a receipt for it at the time, as if it were inclosed in a through registered pouch or inner sack, this office has endeavored and, with the cordial cooperation of the Railway Mail Service of the Second Assistant Postmaster-General's Office, has happily succeeded in largely reducing numerous vexatious delays to registered mails occasioned by their dispatch in registered pouches and inner sacks according to imperfect schemes, whereby distribution matter has been seriously affected.

A very decided improvement is noticeable in this respect throughout the country east of the Mississippi, and particularly in the Southern States.

It is now, I think, generally understood that it is the intention of the Department that registered mail shall be transmitted as expeditiously as possible, consistent with the necessary safeguards therefor provided by the regulations.

This will eventually result in considerable changes in the registered-pouch and inner-sack service which, if kept within proper bounds, is a valuable auxiliary to the registry service.

The following table shows the number of registered-pouch, inner-sack, and brass-lock pouch exchanges in operation at the close of the fiscal year ending June 30, 1901:

Registered-pouch exchanges	476
Inner registered-sack exchanges	650
Brass-lock pouch exchanges	350
Total	1,476

INTERNATIONAL REGISTRY EXCHANGES

Arrangements were made during the year for the dispatch of lead-sealed registered sacks containing parcel matter for Mexico from the post-offices at New York and St. Louis to the Mexican post-office at Nuevo Laredo.

Arrangements were also made whereby registered mail might be dispatched under cover of lead-sealed registered sacks from Manila, in the Philippine Islands, to the post-offices at Omaha, St. Louis, Chicago, New York, Washington, and San Francisco, the sacks to include mail for those cities and tributary districts attached to them.

Under these arrangements the necessity of handling registered articles in single-piece form, and the danger of congestion of the mails by reason thereof at the exchange

While the New York registry division perhaps can not be said at this time to be in a condition satisfactory alike to the postmaster and the Department, nevertheless the efforts exerted during the past year have undoubtedly contributed in a very large measure to its betterment for the convenience of its patrons and to the credit of the postal service.

Besides the foregoing the office system of every office visited by the assistant superintendents has been bettered and the standard of the registry service raised.

In addition to this, extensive modifications and improvements have been made in the following forms used in the registry service:

- Presidential delivery book.
- Presidential transit book.
- Manifold window registration book.
- New card form of registry bill.
- New card form of registered-package receipt (for postmasters and postal clerks).
- New card form of registry return receipt.
- Registry route bills.
- New manifold bills for exchanging registered mail with stations.
- New desk delivery book for use in connection with the card delivery system.
- New card forms of registry notice and desk delivery cards.
- New form of penalty envelope for the inclosure of "damaged" and "unsealed" registered mail.
- New forms of the registry information cards for both city and rural letter carriers.

Unnecessary records are being eliminated as rapidly as possible consistent with safety.

This is especially true of the mailing book, which heretofore has necessitated a duplication of the records of all matter registered at a post-office, its stations and sub-stations, or by its city letter carriers and rural free-delivery carriers.

The elimination of this book not only saves labor but permits the quicker dispatch of registered mail.

In the post-offices at New York, San Francisco, Buffalo, Washington, and Seattle the experiment is being tried, and, I think, successfully, of doing away with the registry (gray card) bill in the dispatch of registered parcel matter under registry tag envelopes.

There is under consideration in this office at this time a proposition for the abolishment of the registry bill entirely except in connection with matter sent to exchange offices for foreign dispatch.

Our chief aim has been and will continue to be to do away with all unnecessary records and forms in the registry service and to secure the handling, dispatch, and delivery of registered mail with the least possible amount of labor consistent with the safeguards that must necessarily be thrown around it.

COLLECTION OF DEFICIENT REGISTRY FEE ON SHORT-PAID REGISTERED MATTER.

Among the duties assigned to this office is the collection from postmasters of deficiencies in registry fee on short-paid matter inadvertently dispatched.

Under the postal regulations prepayment of both postage and registry fee on registered articles is imperative.

Notwithstanding this regulation and the numerous circulars which have been issued calling attention to its provision, thousands of articles are permitted to leave the offices of their origin without full prepayment of both postage and registry fee.

During the year there was collected on this account on domestic registered matter \$2,912.92, and on account of matter addressed to foreign countries \$444.68, or a total of \$3,357.60. This necessitated the sending out of 52,120 circulars on account of the domestic matter and 4,666 on account of the foreign matter, or 56,786 in all.

The average amount of the deficiency reported on each piece of domestic matter was 3.9 cents, and on each piece of matter addressed to foreign countries 7 cents.

The increase in the amount of money collected on short-paid domestic matter, as compared with the previous fiscal year, was \$1,629.10; the increase in the amount collected on account of short-paid matter addressed to foreign destinations was \$193.09.

But \$7.10 were due and unpaid on account of short-paid domestic matter at the close of the fiscal year, and but 40 cents on account of short-paid matter addressed to foreign countries.

Postmasters have been repeatedly urged to exercise the most careful scrutiny over incoming mail matter of all kinds, but the foregoing figures show that there is room for vast improvement in this respect throughout the country generally.

The delivery of a registered article upon which the full postal charges, whether ordinary postage, registry fee, or both, have not been paid is a loss to the postal revenues, and the postal regulations justly charge the mailing postmaster with all deficiencies in registry fee as a penalty for his neglect. This penalty can be imposed and collected when the name of the delinquent office is reported to the Department. But what will be the result if the carelessness of the mailing office, which permits the short-paid article to be dispatched, should be duplicated at the receiving office by the delivery of the article without collection of the deficient postage or a report of the deficient fee being made to the Department for collection from the mailing postmaster? And yet this carelessness does exist to an alarming extent, as is evidenced by the fact that hundreds of the leading post-offices of the country make either scant or no reports at all of short-paid registered matter.

It is fair to presume that the experience of the many who do make proper reports would be the experience of all if the same watchful care were exercised by all, and it is to be regretted that this class of irregularity can not always be detected and appropriately dealt with.

If postmasters would but from time to time go into their registry divisions and examine matter accepted by their clerks for registration, to see if it be fully prepaid, as well as to see if every short-paid article received for delivery were properly rated and noted for report, so that they might appropriately deal with their registry clerks in case of failure, it would result in a material increase in the postal revenues and a decrease in the labor imposed upon the Department of collecting these deficiencies, which would never exist if receiving registry clerks always did their duty.

OFFICE WORK AND CLERICAL FORCE.

The clerical force of this office during the past year has worked faithfully and well, not only during the regular office hours but during many weeks of overtime.

The necessity for working overtime in this office is due to the enormous increase in the work occasioned by the reorganization of the service, the visits of the assistant superintendents to the various post-offices, their reports and correspondence necessarily incident thereto, as well as to the fact that matters which have heretofore not received attention are now being incorporated in the regular work and properly attended to as thoroughly as possible.

There is little, if any, of the work of this office, outside of the ordinary laboring and messenger work, that does not call for clerks considerably above the average in point of efficiency and ability.

In addition to the force now employed, one good stenographer and typewriter, with some ability as a letter writer, and one quick, accurate bookkeeper, are indispensable to properly perform the work of the office.

The foregoing is respectfully submitted.

W. H. LANDVOIGT,
Superintendent of the Registry System.

HON. EDWIN C. MADDEN, *Third Assistant Postmaster-General.*

(Note.—Tables showing registry statistics submitted with the foregoing report will be found on pp. 84, 85, 86, 87, and 88, under Nos. 14, 15, and 16.)

RECOMMENDATION.¹

I indorse the recommendation of the superintendent of the registry system that the limit of indemnity for the loss of registered matter be increased from \$10 to \$100. I have estimated for an increase of \$6,000 to meet the anticipated change in legislation in this respect.

¹ For other recommendations made in this report see pages 30 and 31.

TABLES AND OTHER PAPERS INCLUDED IN THIS REPORT.

The following papers, elsewhere referred to in this report, will be found to contain information in detail relating to all the operations of the Bureau:

No. 1.—*Estimates of appropriations for the postal service coming under control of the Third Assistant Postmaster-General during the year ending June 30, 1903.*

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 4, 1901.

SIR: I have the honor to submit the following estimates of the appropriations needed by this office during the year ending June 30, 1903:

1. For manufacture of adhesive postage and special-delivery stamps and books of stamps	\$280, 000
2. For pay of agent and assistants to distribute stamps and expenses of agency	12, 000
3. For manufacture of stamped envelopes and newspaper wrappers	716, 000
4. For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers and expenses of agency	20, 000
5. For manufacture of postal cards	177, 000
6. For pay of agent and assistants to distribute postal cards and expenses of agency	18, 000
7. For registered package, tag, official, and dead-letter envelopes	146, 000
8. For ship, steamboat, and way letters	1, 000
9. For payment of indemnity for lost registered matter	12, 000
10. For car fare for special-delivery messengers in emergent cases	10, 000
11. For fees to special-delivery messengers	742, 000
12. For blanks, books, and printed matter of urgent and special character, including the preparation, publication, and free distribution to the public of postal information in pamphlet form, and for metallic advertising signs, intaglio seals, and other miscellaneous items of immediate necessity for the registry system	20, 000
13. For miscellaneous items	1, 000
Total	2, 155, 000

The calculations by which these estimates have been obtained are as follows:

POSTAGE STAMPS.

The issue of ordinary postage stamps (including 187,383,080 of the Pan-American series) for the year ending June 30, 1901, was 4,154,838,300, an increase of 4.96 per cent over the issue of ordinary stamps the previous year. Of this number 46,805,460 were of the 8 and 10-cent denominations, an increase of 26.11 per cent over the preceding year, caused largely by the increased use of these two stamps in the registration of mail matter. It is believed that the issue of 8 and 10-cent stamps for the ensuing two years will increase at the rate of about 30 per cent yearly, and that the increase in the issue of the other denominations will not be less than the average of the past four years, approximately 8 per cent yearly.

The increase in the issue of special-delivery stamps during the past year was 5.08 per cent, but it is calculated that the increase for the next two years will average the same as in the last four years, approximately 14 per cent annually.

The increase in the issue of postage-due stamps during the past year was 4.97 per cent, and the rate of increase for the following two years is calculated at 8 per cent annually.

Stamp books have not been issued for a sufficiently long period to establish a basis for comparison, but it is estimated that the issue for the year ending June 30, 1903, will be about 6,750,000, the issue of the past year being 4,698,423.

At the rates of increase named above we have the following results:

Ordinary stamps:

Number issued during the year ending June 30, 1901	4, 154, 838, 300
Deduct the number of 8 and 10-cent stamps	46, 805, 460

Leaves the issue of the other denominations

4, 108, 032, 840

Ordinary stamps—Continued.

Add 8 per cent for increase.....	328,642,627
Gives estimated number for year ending June 30, 1902.....	4,436,675,467
Add 8 per cent for increase.....	354,934,037
Gives estimated number of ordinary stamps, except the 8 and 10-cent denominations, for the year ending June 30, 1903....	4,791,609,504
Number of 8 and 10-cent stamps issued during the year ending June 30, 1901.....	46,805,460
Add 30 per cent for increase.....	14,041,638
Gives estimated number for year ending June 30, 1902.....	60,847,098
Add 30 per cent for increase.....	18,254,129
Gives estimated number of 8 and 10-cent stamps for year ending June 30, 1903.....	79,101,227
Gives estimated total of ordinary stamps for year ending June 30, 1903.....	4,870,710,731
Special-delivery stamps:	
Number issued during the year ending June 30, 1901.....	7,293,610
Add 14 per cent for increase.....	1,021,105
Gives estimated number for year ending June 30, 1902.....	8,314,715
Add 14 per cent for increase.....	1,164,060
Gives estimated number for year ending June 30, 1903.....	9,478,775
Postage-due stamps:	
Number issued during the year ending June 30, 1901.....	22,012,180
Add 8 per cent for increase.....	1,760,974
Gives estimated number for year ending June 30, 1902.....	23,773,154
Add 8 per cent for increase.....	1,901,852
Gives estimated number for year ending June 30, 1903.....	25,675,006
Books of stamps:	
Containing 12 stamps each.....	4,500,000
Containing 24 stamps each.....	1,500,000
Containing 48 stamps each.....	750,000
	6,750,000
Ordinary stamps, 4,870,710,731, at 5 cents a thousand.....	\$243,535.53
Special-delivery stamps, 9,478,775, at 11.4 cents a thousand.....	1,080.58
Postage-due stamps, 25,675,006, at 6.05 cents a thousand.....	1,553.33
Stamp books:	
4,500,000 12-stamp, at \$3.5925 a thousand.....	\$16,166.25
1,500,000 24-stamp, at 4.2525 a thousand.....	6,378.75
750,000 48-stamp, at 5.3725 a thousand.....	4,029.38
	26,574.38
126,000,000 2-cent stamps in these books, at 5 cents a thousand.....	6,300.00
	32,874.38
	279,043.82

Or, in round numbers, \$280,000.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

The number of stamped envelopes and newspaper wrappers furnished the Department, accepted and paid for during the year ending June 30, 1901, was 791,224,000, the cost of which was \$570,415.37, or 72.09 cents a thousand. This represents an increase of 11.82 per cent over the issues of the previous year, and the estimate is made on the basis of 12 per cent increase.

Number furnished during the year ending June 30, 1901	791, 224, 000
Add 12 per cent for increase	94, 946, 880
Gives estimated number for year ending June 30, 1902	886, 170, 880
Add 12 per cent for increase	106, 340, 505
Gives estimated number for year ending June 30, 1903	992, 511, 385
Stamped envelopes and wrappers, 992,511,385, at 72.09 cents a thousand	\$715, 501. 45
Or, in round numbers, \$716,000.	

POSTAL CARDS.

The total number of postal cards of all kinds furnished the Department, accepted and paid for during the year ending June 30, 1901, was 654,288,900, which cost \$156,702.37, or 23.95 cents per thousand. This is an increase of 6.1 per cent over the previous year, and the following estimate is based upon an increase of 6 per cent in each of the next two years:

Number of cards furnished the Department during the year ending June 30, 1901	654, 288, 900
Add 6 per cent for increase	39, 257, 334
Gives estimated number for the year ending June 30, 1902	693, 546, 234
Add 6 per cent for increase	41, 612, 774
Gives estimated number of cards for the year ending June 30, 1903	735, 159, 208
Postal cards, 735,159,008, at 23.95 cents a thousand	\$176, 070. 58
Or, in round numbers, \$177,000.	

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

There were issued during the year ending June 30, 1901, 93,931,150 of these envelopes, of which 18,087,800 were registered-package and tag, and 75,843,350 were official and dead-letter envelopes. At the prices under the new contract of this year the registered-package and tag envelopes would have cost \$50,702.70 or \$2.8031 per thousand, and the official and dead-letter envelopes \$64,527.68 or \$0.8508 per thousand. The number of pieces of registered matter handled is steadily increasing, the rate of increase for the year ending June 30, 1900 (the latest period for which figures are available), being 14.52 per cent over the preceding year, while the increase in the number of official and dead-letter envelopes issued during the past year was 2.59 per cent. It is estimated that in the next two years the increase in the issue of registered-package and tag envelopes will be 20 per cent, and of official and dead-letter envelopes 6 per cent annually:

Number of registered-package and tag envelopes issued during the year ending June 30, 1901	18, 087, 800
Add 20 per cent for increase	3, 617, 560
Gives estimated number for year ending June 30, 1902	21, 705, 360
Add 20 per cent for increase	4, 341, 072
Gives estimated number for year ending June 30, 1903	26, 046, 432
Number of official and dead-letter envelopes issued during the year ending June 30, 1901	75, 843, 350
Add 6 per cent for increase	4, 550, 601
Gives estimated number for year ending June 30, 1902	80, 393, 951

Add 6 per cent for increase.....	4, 823, 637
Gives estimated number for year ending June 30, 1903.....	85, 217, 588
Registered package and tag envelopes, 28,046,432, at \$2.8031 a thousand..	\$73, 010. 75
Official and dead-letter envelopes, 85,217,588, at \$0.8508 a thousand.....	72, 508. 12
	145, 513. 87

Or, in round numbers, \$146,000.

STAMPS.

The amount estimated for the manufacture of postage and special-delivery stamps is less than the amount asked for last year, because the Pan-American issue of stamps in two colors will cease October 31, 1901, and no such special series is contemplated in the near future.

UNITED STATES POSTAL-CARD AGENCY.

The extraordinary increase in the estimate for the United States postal-card agency is necessary because the work at the four sub-agencies (located at Washington, D. C., Troy, N. Y., Cincinnati, Ohio, and St. Louis, Mo.), which has heretofore been performed by post-office employees, through an allowance by the First Assistant Postmaster-General, must, after July 1, 1902, be performed by employees paid out of the agency appropriation.

I am officially advised that the detail of post-office employees for this purpose, as is now done, must cease on July 1, 1902, because it is contrary to law, and because the services of such employees are needed in the regular post-office service. It will be seen, therefore, that such employees must be provided for in the appropriation for the maintenance of the agency to carry on the public business.

SHIP, STEAMBOAT, AND WAY LETTERS.

The amount estimated for this object, \$1,000, is the same as that appropriated under the present law.

INDEMNITY FOR LOST REGISTERED MATTER.

In the interest of the registry system, I shall recommend that the limited indemnity for lost registered matter under the law be increased from \$10 to \$100, and have accordingly estimated \$12,000 for this purpose.

CAR FARE FOR SPECIAL-DELIVERY MESSENGERS.

The estimate for this purpose is \$10,000, the amount usually appropriated, and the limit fixed by law.

SPECIAL-DELIVERY FEES.

The estimated amount required to pay for the immediate delivery of special-delivery mail is based upon the aggregate of special-delivery business transacted during the past fiscal year, at the per cent of increase in round numbers experienced during the year.

EMERGENCY FUND FOR REGISTRY SYSTEM AND PAMPHLET OF POSTAL INFORMATION.

The amount estimated as required for these purposes is the same as that appropriated for the current year, namely, \$20,000.

MISCELLANEOUS.

The amount estimated for miscellaneous items for this Bureau, \$1,000, is the same as that appropriated for the current year.

DIFFERENCE BETWEEN THE FOREGOING ESTIMATES AND CURRENT APPROPRIATIONS.

The following statement shows, in detail, the difference between the aggregate of these estimates and the amount appropriated for like purposes for the current fiscal year:

Total amount of foregoing estimates for the year ending June 30, 1903... \$2, 155, 000
Total amount appropriated for year ending June 30, 1902 1, 970, 800

Excess of estimates for 1903 over appropriations for 1902 184, 200
Which sum represents—
First. The estimated net increase in manufacture of stamped paper (items 1, 3, and 5) \$73, 000
Second. The estimated increase for distribution of postal cards and expenses of agency 10, 200
Third. The estimated increase of registered-package, tag, official, and dead-letter envelopes 18, 000
Fourth. The estimated increase of indemnity for lost registered matter 6, 000
Fifth. The estimated increase in special delivery fees 77, 000
..... \$184, 200

Respectfully yours,

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

HON. CHARLES EMORY SMITH,
Postmaster-General.

No. 2—Statement of the appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1901.

Items.	Appropriations.	Expenditures to Sept. 30, 1901.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising	\$7,000.00	\$1,374.83	\$5,625.67
Miscellaneous items	1,000.00	167.02	832.98
New territory and military postal service	250,000.00	227,176.67	22,824.33
Postal laws and regulations	45,000.00		45,000.00
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters	a 17,978,785.86	19,949,514.79	b 1,970,728.93
Compensation to clerks in post-offices	a 12,865,914.14	12,840,788.60	25,176.54
Rent, light, and fuel for first, second, and third class offices	1,950,000.00	1,942,692.76	7,307.24
Miscellaneous items, at first and second class post-offices	225,000.00	221,709.56	3,290.45
Advertising at first and second class offices	22,500.00	20,961.85	1,538.15
Free-delivery service	15,752,600.00	15,752,600.00	
Experimental rural free-delivery service	1,750,000.00	1,749,525.06	474.94
Stationery for postal service	70,000.00	69,695.06	304.95
Wrapping twine	165,000.00	159,622.76	5,377.24
Wrapping paper	35,000.00	34,996.71	3.29
Letter balances, scales, and test weights	10,000.00	9,964.73	35.27
Postmarking and rating stamps	33,000.00	32,986.75	13.25
Packing boxes, sawdust, etc	1,000.00	999.72	.28
Printing facing slips, slide labels, etc	20,000.00	16,998.40	3,001.60
Cancelling machines	150,000.00	145,817.79	4,182.21
Blanks, etc., for money-order service	125,000.00	99,228.65	25,771.34
Rubber and metal stamps for money-order service	6,000.00	3,356.80	2,643.70
Exchange and miscellaneous for money-order service	13,000.00	11,326.59	1,673.41
Payment of money orders more than one year old	88,164.98	88,164.98	
Compensation to assistant postmasters	1,347,700.00	1,339,833.97	8,866.03
Copying presses and typewriting machines	5,000.00	4,978.69	21.31
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation:			
Railroad	\$3,871,857.28	\$3,523,902.18	\$347,955.06
Railroad, special facilities, etc	196,238.75	167,010.40	29,228.35
Star	5,240,000.00	5,143,211.11	96,788.89
Steamboat	545,000.00	508,444.48	36,555.52
Electric and cable cars	350,000.00	380,894.61	19,106.39
Mail-messenger service	965,000.00	973,471.98	11,523.02

a \$21,214.14 transferred from appropriation for compensation to postmasters to compensation for clerks in post-offices. Amount saved by consolidation of post-offices.
b Compensation to postmasters in excess of appropriation.

No. 2.—*Statement of the appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1901—Continued.*

Items.	Appropriations.	Expenditures to Sept. 30, 1901.	Balance unexpended.
<i>Office of the Second Assistant Postmaster-General—Cont'd.</i>			
Pneumatic-tube service	\$225,000.00	\$222,254.00	\$2,746.00
Wagon service	750,000.00	734,438.61	15,561.39
Mail bags, etc.	275,000.00	265,077.86	9,922.14
Mail locks and keys	43,000.00	40,560.97	2,439.03
Repair shop for mail bags	8,500.00	8,263.86	236.14
Railway post-office car service	4,561,000.00	4,408,639.53	152,360.47
Railway Mail Service	9,868,900.00	9,675,436.52	193,463.48
Miscellaneous items	1,000.00	969.63	30.37
Transportation of foreign mails	2,248,000.00	2,004,249.60	243,750.40
Balance due foreign countries	145,000.00	144,385.08	614.92
Investigation of pneumatic tubes	10,000.00	5,273.76	4,726.24
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps	253,000.00	253,000.00	.....
Distribution of postage stamps	12,000.00	11,902.03	97.97
Manufacture of stamped envelopes, etc.	603,000.00	570,441.86	32,558.14
Distribution of stamped envelopes, etc.	17,800.00	17,465.57	334.43
Manufacture of postal cards	158,000.00	156,702.37	1,297.63
Distribution of postal cards	7,800.00	7,694.30	105.70
Registered package, tag, official, and dead-letter envelopes	101,000.00	101,000.00	.....
Ship, steamboat and way letters	1,000.00	319.34	680.66
Payment of indemnities for loss by registered mail ..	6,000.00	627.00	5,373.00
Special delivery service	544,785.38	544,785.38	.....
Miscellaneous items	500.00	495.11	4.89
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Mail depredations and post-office inspectors	550,000.00	492,859.27	57,140.73
Payment of rewards	25,000.00	1,900.00	23,100.00
Miscellaneous items	1,000.00	.....	1,000.00
Total	114,521,046.37	115,089,607.09	1,452,168.21

No. 3.—*Statement of the gross postal receipts, by quarters, for the fiscal year ending June 30, 1901, compared with the fiscal years ending June 30, 1900, and June 30, 1899.*

Items of revenue.	Receipts for the fiscal year 1901.				
	Quarter ending—				Total.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
Letter postage paid in money ..	\$68,493.82	\$30,827.92	\$59,310.74	\$40,780.20	\$199,412.68
Box rents and branch offices ..	722,304.80	723,732.03	729,079.09	740,737.22	2,915,853.14
Fines and penalties	3,168.77	10,263.16	6,567.72	10,829.65	30,829.30
Postage stamps, stamped envelopes, newspaper wrappers, etc.	22,342,474.11	26,594,725.31	27,583,562.34	25,502,711.27	102,023,473.03
Dead letters	3,142.43	6,219.63	2,814.36	3,416.36	15,592.78
Revenue from money-order business	356,193.75	478,495.71	414,924.92	419,044.91	1,668,659.29
Miscellaneous	9,962.70	9,638.22	11,578.68	20,992.41	52,172.01
Second-class postage	967,885.00	1,120,378.26	1,101,644.53	1,104,537.94	4,294,445.73
Unpaid money orders more than one year old .....	.....	430,755.43	.....	.....	430,755.43
Total	24,478,625.38	29,406,035.67	29,909,482.38	27,843,049.96	111,631,193.39

No. 3.—*Statement of the gross postal receipts, by quarters, for the fiscal year ending June 30, 1901, compared with the fiscal years ending June 30, 1900, and June 30, 1899—Cont'd.*

Items of revenue.	Receipts for the fiscal year 1900.		Receipts for the fiscal year 1899.		
	Total for 1900.	Increase 1901 over 1900.	Total for 1899.	Increase 1901 over 1899.	Decrease 1901 from 1900.
Letter postage paid in money...	\$147,827.67	\$52,065.01	\$96,031.88	\$101,881.80	.....
Box rents and branch offices...	2,827,724.19	88,128.96	2,726,558.04	189,286.10	.....
Fines and penalties	21,744.51	9,064.79	81,041.42	.....	\$212.12
Postage stamps, stamped envelopes, newspaper wrappers, etc.....	94,018,699.68	8,009,778.40	87,280,654.01	14,742,819.02	.....
Dead letters	14,437.72	1,155.06	18,104.74	2,488.04	.....
Revenue from money-order business	1,455,145.85	213,513.44	1,286,664.60	381,994.69	.....
Miscellaneous	49,109.78	8,062.28	56,297.72	.....	6,125.71
Second-class postage	3,825,389.99	469,055.74	3,527,082.26	767,418.47	.....
Unpaid money orders more than one year old .....	.....	430,755.43	.....	430,755.43	.....
Total	102,854,579.29	9,276,614.10	96,021,884.17	16,616,147.05	6,337.83

Comparison.	Amount.	Per cent.
Postal receipts (including amount derived from money-order business) ...	\$111,631,193.39	.....
Increase in receipts for 1901 as compared with 1900.....	9,276,614.10	9
Increase in receipts for 1901 as compared with 1899.....	16,609,809.22	17.4
Postal receipts (excluding amount derived from money-order business) ...	109,862,584.10	.....
Increase in postal receipts for 1901 as compared with 1900.....	9,063,100.66	8.9
Increase in postal receipts for 1901 as compared with 1899.....	16,227,814.53	17.3

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1901, as compared with the fiscal years ending June 30, 1900, and June 30, 1899.

Items.	Expenditures for the fiscal year 1901.					Total payments for the year ending June 30, 1901.
	Quarter ending—					
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.		
<i>Office of the Postmaster-General.</i>						
Advertising.....	\$19.55	\$57.18	\$949.27	\$348.33	\$1,374.33	
Miscellaneous items.....	54.32	59.89	12.87	38.94	167.02	
Military postal service.....	45,382.65	51,212.48	58,981.16	71,619.38	227,175.67	
Printing and binding postal laws and regulations.....						
<i>Office of the First Assistant Postmaster-General.</i>						
Compensation to postmasters.....	4,804,922.30	5,006,188.58	5,119,254.32	5,017,149.59	19,949,514.79	
Compensation to clerks in post-offices.....	3,201,270.89	3,203,027.68	3,206,133.29	3,230,306.74	12,840,738.60	
Rent, light, and fuel for first, second, and third class offices.....	462,237.14	488,603.56	491,731.18	500,120.88	1,942,692.76	
Miscellaneous items, including office furniture.....	107,047.47	47,502.49	33,792.65	38,866.94	221,709.55	
Advertising at first and second class offices.....	6,281.82	5,395.99	6,096.81	6,137.23	20,981.85	
Free-delivery service.....	4,068,909.27	3,980,618.85	3,908,123.62	3,774,948.25	15,762,600.00	
Experimental rural free-delivery service.....	286,686.47	417,771.06	488,769.72	556,238.81	1,749,525.06	
Stationery for postal service.....	20,165.06	9,319.89	30,806.28	9,403.80	69,695.05	
Wrapping paper.....	42,836.92	39,673.77	43,123.40	38,998.67	159,622.76	
Letter balances, scales, and test weights.....	17,628.65	8,777.81	8,437.00	158.25	34,986.71	
Postmarking and rating stamps.....	4,807.60	1,356.38	2,866.60	934.15	9,984.73	
Packing boxes, sawdust, etc.....	16,628.12	4,967.31	8,094.02	4,237.30	32,986.75	
Printing facing slips, slide labels, etc.....	631.32	216.20	248.80	3.40	999.72	
Cancelling machines.....	6,073.40	2,643.73	4,672.45	3,708.32	16,996.40	
Blanks, etc., for Money-Order Service.....	23,811.21	38,023.19	50,670.91	33,312.46	145,817.79	
Stamps and metal cutters for Money-Order Service.....	16,181.61	25,354.23	28,723.43	28,989.39	99,228.66	
Stationery and miscellaneous for Money-Order Service.....	1,030.82	466.26	877.58	981.64	3,356.30	
Payment of money orders more than 1 year old.....	2,600.61	1,633.12	3,071.31	4,021.55	11,326.59	
Compensation to assistant postmasters.....	20,754.62	19,233.79	25,740.19	22,416.38	88,164.98	
Copying presses and typewriting machines.....	333,338.96	335,681.11	334,217.65	336,061.25	1,389,333.97	
	4,963.50		15.19		4,978.69	
<i>Office of the Second Assistant Postmaster-General.</i>						
Inland mail transportation:						
Railroad.....	8,317,608.44	8,359,854.41	8,441,097.54	8,405,341.79	33,523,902.18	
Railroad, special facilities, etc.....	45,873.42	43,299.66	40,007.80	37,889.52	167,071.40	
Star.....	1,257,633.89	1,261,507.54	1,292,715.83	1,331,353.85	5,143,211.11	
Steamboat.....	141,645.78	123,967.79	113,841.60	129,469.81	508,444.48	
Electric and cable cars.....	66,042.08	92,483.73	89,340.13	83,028.72	330,894.61	

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1901, as compared with the fiscal years ending June 30, 1900, and June 30, 1899—Continued.

Items.	Expenditures for the fiscal year 1901.				Total payments for the year ending June 30, 1901.
	Quarter ending—				
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
<i>Office of the Third Assistant Postmaster-General.</i>					
Mail-messenger service.....	\$235,878.43	\$243,652.17	\$245,944.38	\$247,997.00	\$973,471.98
Pneumatic-tube service.....	55,566.50	55,566.50	55,566.50	55,564.50	222,254.00
Wagon service.....	183,293.23	183,947.72	182,815.64	184,406.02	734,436.61
Mail bags, etc.....	73,650.52	79,771.76	70,223.29	41,482.29	265,077.86
Mail locks and keys.....	9,943.71	10,083.96	10,060.05	10,523.26	40,560.97
Repair shop for mail bags.....	1,905.96	2,292.57	2,353.18	1,711.85	8,263.86
Railway post-office car service.....	1,079,256.99	1,092,754.96	1,111,853.35	1,124,771.23	4,408,639.53
Railway mail service.....	2,381,426.71	2,420,429.95	2,480,486.12	2,443,094.74	9,675,436.52
Miscellaneous items.....	11.00	47.53	6.50	904.60	969.63
Transportation of foreign mails.....	501,476.79	515,910.53	455,448.07	531,415.21	2,004,249.60
Balance due foreign countries.....	1,170.33	44,668.56	96,546.14	.....	144,385.03
Investigation, pneumatic-tube service.....	1,731.99	3,496.77	45.00	.....	5,273.76
<i>Office of the Third Assistant Postmaster-General.</i>					
Manufacture of postage stamps.....	46,171.01	60,537.02	63,800.64	82,491.33	253,000.00
Distribution of postage stamps.....	2,950.66	2,983.57	2,983.90	2,983.90	11,902.03
Manufacture of stamped envelopes, etc.....	122,509.50	141,772.49	161,837.63	141,822.24	570,441.86
Distribution of stamped envelopes, etc.....	4,361.41	4,375.00	4,443.00	4,296.16	17,465.57
Manufacture of postal cards.....	36,700.07	40,357.91	33,540.64	46,103.75	156,702.37
Distribution of postal cards.....	1,926.57	1,962.40	1,797.81	2,007.62	7,694.30
Registered package tag, official, and dead-letter envelopes.....	22,468.38	35,927.67	34,386.91	8,217.04	101,000.00
Ship, steamboat, and way letters.....	99.92	83.82	61.06	74.64	319.34
Payment of indemnities for loss by registered mail.....	21.11	146.64	217.83	241.82	627.00
Special delivery service.....	127,888.58	139,467.86	132,030.41	145,396.53	544,785.38
Miscellaneous items.....	109.30	140.41	.....	245.40	495.11
<i>Office of the Fourth Assistant Postmaster-General.</i>					
Mail depredations and post-office inspectors.....	112,192.37	117,380.86	125,893.14	137,345.90	492,812.27
Payment of rewards.....	.....	.....	150.00	.....	1,900.00
Miscellaneous items.....	.....	.....	.....	.....	.....
Reimbursement of J. G. Bell, contractor.....	.....	.....	.....	.....	.....
Payment to Amos Van Etten.....	.....	.....	.....	.....	.....
Total.....	28,343,687.90	28,771,489.60	29,065,428.29	28,869,001.30	115,039,607.09

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1901, as compared with the fiscal year ending June 30, 1900, and June 30, 1899.

Items.	Expenditures for the fiscal year 1900.				Expenditures for the fiscal year 1899.			
	Total pay- ments to June 30, 1901.	Comparison with 1900.		Total pay- ments to June 30, 1901.	Comparison with 1900.			
		Increase.	Decrease.		Increase.	Decrease.		
<i>Office of the Postmaster-General.</i>								
Advertising.....	\$1,862.85		\$468.02	\$3,125.20		\$1,750.87		
Miscellaneous items.....	383.99		226.97	186.59		19.57		
Military postal service.....	63,449.58	\$163,726.09		247,947.77		20,772.10		
Printing and binding postal laws and regulations.....								
<i>Office of the First Assistant Postmaster-General.</i>								
Compensation to postmasters.....	19,113,590.40	835,924.39		18,227,735.16	\$1,721,779.63			
Compensation to clerks in post-offices.....	12,038,692.40	487,055.70		11,094,584.22	1,742,644.86			
Rent, light, and fuel for first, second, and third class offices.....	1,403,812.30	139,380.23		1,697,686.32	245,106.44			
Miscellaneous items, including office furniture.....	199,023.14	22,680.45		181,168.93	40,540.62			
Advertising at first and second class offices.....	19,938.14	22,963.71		181,618.59	1,843.26			
Free-delivery service.....	14,877,738.54	924,810.46		13,959,486.76	1,793,113.24			
Experimental rural free-delivery service.....	44,628.75	1,301,085.31		150,078.60	1,569,446.46			
Stationery for postal service.....	64,993.46	1,701.59		54,831.57	14,813.43			
Wrapping twine.....	100,000.00	59,622.76		89,999.95	69,622.81			
Letter balances, scales, and test weights.....	8,747.48	217.25	1,333.77	42,220.11	2,550.30	7,223.40		
Postmarking and rating stamps.....	38,965.73		6,978.98	26,974.98	6,011.77			
Packing boxes, sawdust, etc.....	999.92		20	998.84				
Printing facing slips, slide labels, etc.....	19,941.64		2,943.24	19,800.73		2,802.33		
Canceled machines.....	149,426.55		3,608.76	99,830.08				
Blanks, etc., for money-order service.....	96,876.86	2,352.10		104,185.11	45,987.71			
Stamps and metal cutters for money-order service.....	4,999.02		1,642.72	2,500.00		4,956.45		
Stationery and miscellaneous for money-order service.....	9,182.84	2,143.65		7,114.99	4,211.60			
Payment of money orders more than 1 year old.....	61,011.80	27,153.18		41,360.81				
Compensation to assistant postmasters.....		1,339,333.97		46,804.17	1,339,333.97			
Copying presses and typewriting machines.....		4,978.69			4,978.69			
<i>Office of the Second Assistant Postmaster-General.</i>								
Inland mail transportation:								
Railroad.....	32,993,076.50	530,825.68		31,629,520.41	1,894,381.77			
Railroad, special facilities, etc.....	181,209.33		14,196.93	176,931.20		9,920.80		
Star.....	5,082,232.44	60,978.67		5,065,450.49	77,760.62			
Steamboat.....	506,070.79	3,373.69		475,574.01	82,870.47			
Electric and cable cars.....	289,757.96	41,136.63		264,686.12	66,208.49			

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1901, as compared with the fiscal year ending June 30, 1900, and June 30, 1899—Continued.

Items.	Expenditures for the fiscal year 1900.				Expenditures for the fiscal year 1899.			
	Total pay- ments to June 30, 1901.	Comparison with 1900.		Total pay- ments to June 30, 1901.	Comparison with 1900.		Decrease.	
		Increase.	Decrease.		Increase.	Decrease.		
Expenditures on account of previous fiscal years.								
Mail messenger service.....	\$2,496.10	\$917,652.31	\$55,819.67	\$909,739.94	\$63,732.04			
Pneumatic-tube service.....		212,409.26	9,844.74	189,487.16	32,766.84			
Wagon service.....		717,522.41	16,916.20	729,230.40	5,208.21			
Mail bags, etc.....	6,583.32	274,817.44		\$9,739.52	274,645.97	\$9,568.11		
Mail locks and keys.....	426.63	42,703.97		2,143.00	42,628.48	2,067.51		
Repair shop for mail bags.....		8,251.48	12.38	8,073.87	180.90			
Railway post-office car service.....	6,649.36	4,189,185.73	219,453.80	3,963,629.23	445,010.30			
Railway Mail Service.....	1,521.45	8,840,461.79	834,974.73	8,430,753.38	1,244,683.14			
Miscellaneous items.....		986.70		29.07		29.		
Transportation of foreign mails.....	6,772.10	1,969,364.31	44,885.29	1,644,346.12	359,903.48			
Balance due foreign countries.....	1,410.11	144,974.06		589.03	4,283.88			
Investigation pneumatic-tube service.....			5,273.76		140,101.15	5,273.76		
<i>Office of the Third Assistant Postmaster-General.</i>								
Manufacture of postage stamps.....	9,859.90	209,823.32	43,170.68	199,365.60	53,634.40			
Distribution of postage stamps.....		11,988.27		11,090.31	811.72			
Manufacture of stamped envelopes, etc.....	5.33	506,880.45	63,561.41	536,162.13	31,279.73			
Distribution of stamped envelopes, etc.....		17,765.58		17,584.09		118.52		
Manufacture of postal cards.....		148,504.11	8,198.26	142,786.40	13,916.97			
Distribution of postal cards.....		6,917.18	777.12	6,075.38	1,618.92			
Registered package, tag, official, and dead-letter envelopes.....		96,987.62	4,012.48	86,106.24	14,491.76			
Ship, steamboat, and way letters.....		333.62		554.72		235.38		
Payment of indemnities or loss by registered mail.....	475.08	713.33		446.23	180.77			
Special-delivery service.....	17.76	479,355.93	65,423.45	416,016.66	128,768.72			
Miscellaneous items.....		493.86	1.25	411.75	83.36			
<i>Office of the Fourth Assistant Postmaster-General.</i>								
Mail depredations and post-office inspectors.....	2.85	421,675.07	71,184.20	407,041.80	86,817.47			
Payment of rewards.....	15,175.00	17,076.00	1,925.00	15,425.00		13,525.00		
Miscellaneous items.....								
Reimbursement of J. G. Bell, contractor.....	122.75							
Payment to Amos Van Etten.....	125.00	125.00						
Total.....	515,313.78	107,753,346.60	7,345,869.62	59,709.13	101,872,718.75	13,289,878.16	72,989.82	

THIRD ASSISTANT—RECEIPTS AND DISBURSEMENTS. 819

Comparison of expenditures:	
Increase over fiscal year 1900	\$7,286,260.49
Increase over fiscal year 1899	13,166,888.84
Expenditures on account of transportation of domestic mails:	
For fiscal year 1899	43,404,248.96
For fiscal year 1900	45,089,116.75
For fiscal year 1901	46,012,266.90
Increase over fiscal year 1899	2,608,017.94
Increase over fiscal year 1900	924,150.15
Comparison of receipts and expenditures for 1901:	
Expenditures	115,089,607.09
Receipts	111,681,193.39
Excess of expenditures	3,408,413.70

No. 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1901, compared with those of the previous fiscal year.

	Net deposits.	Transfer account.		Aggregate accumulation.
		To.	From.	
Treasurer United States, Washington, D. C.	{ a \$5,001,345.17 1,596,178.23 }	\$22,110.37	\$6,150,000.00	\$6,618,633.77
Assistant treasurer United States:				
Baltimore, Md.	609,483.28	1,100,000.00		1,709,483.28
Boston, Mass.	3,889,838.76		1,700,000.00	3,889,838.76
Chicago, Ill.	10,719,399.00	1,100,000.00		11,819,399.00
Cincinnati, Ohio	2,790,501.61	1,300,000.00		4,090,501.61
New Orleans, La.	1,481,343.81	350,000.00		1,831,343.81
New York, N. Y.	17,980,908.00	1,300,000.00		19,280,908.00
Philadelphia, Pa.	4,218,883.30	1,400,000.00		5,618,883.30
San Francisco, Cal.	1,791,982.85		200,000.00	1,791,982.85
St. Louis, Mo.	3,327,629.11	1,500,000.00		4,827,629.11
Designated national banks	23,378.84		22,110.37	23,378.84
Old accounts				
Total	53,429,871.96 51,079,545.79	8,072,110.37	8,072,110.37	61,501,982.33
Net increase	2,350,326.17			

	Comparison of receipts with those of the previous fiscal year.		Amount of warrants issued for 1901 compared with those issued for the previous fiscal year.		
	Increase.	Decrease.	Warrants issued for 1901.	Increase.	Decrease.
Treasurer United States, Washington, D. C.	\$431,064.68	b \$2,248,674.78	\$905,460.64		\$636,228.43
Assistant treasurer United States:					
Baltimore, Md.	39,838.09		1,834,553.21	\$971,136.17	
Boston, Mass.	117,760.94		1,941,213.80	6,030.58	
Chicago, Ill.	1,247,296.13		10,957,049.58	642,119.97	
Cincinnati, Ohio	105,075.68		3,588,744.50		115,051.09
New Orleans, La.	218,532.21		1,625,664.59	16,671.42	
New York, N. Y.	1,463,083.35		19,619,116.81	1,942,139.29	
Philadelphia, Pa.	462,273.81		5,437,362.92	27,843.94	
San Francisco, Cal.	123,054.36		1,495,803.55		15,601.86
St. Louis, Mo.	382,338.12		4,702,668.49	125,733.51	
Designated national banks		334.42			
Old accounts					
Total	4,590,335.37 2,249,009.20	2,249,009.20	52,107,638.09 49,142,844.59	3,731,674.84 766,881.38	766,881.38
Net increase	2,351,326.17		2,964,793.50	2,964,793.50	

a Grants from the general Treasury on account of deficiency in the postal revenue.
b Decrease in grants.

No. 5.—*Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1901, compared with those of the previous fiscal year—Cont'd.*

	Amount of warrants paid for 1901.	Balance on hand June 30, 1901.	Amount of warrants out- standing June 30, 1901.	Balance sub- ject to draft June 30, 1901.
Treasurer United States, Washington, D. C.	\$917,484.00	\$400,895.31	\$2,534.28	\$398,361.03
Assistant treasurer United States:				
Baltimore, Md.	1,838,753.38	47,284.37	6,993.89	40,240.48
Boston, Mass.	1,939,220.79	1,045,767.29	6,624.02	1,039,143.27
Chicago, Ill.	10,942,544.41	2,464,208.47	57,357.06	2,406,851.41
Cincinnati, Ohio.	3,589,479.38	783,974.92	14,074.06	769,900.87
New Orleans, La.	1,620,254.01	352,914.16	16,904.96	336,009.20
New York, N. Y.	19,574,550.66	1,997,541.33	89,985.36	1,907,605.97
Philadelphia, Pa.	5,425,597.66	973,170.72	17,086.91	966,133.81
San Francisco, Cal.	1,497,340.66	513,688.36	64,080.46	449,607.90
St. Louis, Mo.	4,686,043.35	996,132.11	65,848.37	929,283.74
Designated national banks		9,712.99		9,712.99
Old accounts.		37,277.06		37,277.06
Total.	52,081,268.30	9,621,517.09	341,389.36	9,280,127.73

Balance on hand June 30, 1900.	\$8,222,913.43
Receipts for the fiscal year 1901.	58,429,871.96
	61,652,785.39
Warrants paid for the fiscal year 1901.	52,031,268.30
	9,621,517.09
Warrants outstanding June 30, 1901.	341,389.36
Balance subject to warrant June 30, 1901.	9,280,127.73

No. 6.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1901.*

ORDINARY POSTAGE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
1-cent.	212,670,100	281,272,100	298,716,100	240,510,700	1,033,169,000
2-cent.	593,188,900	743,254,900	783,875,500	631,931,000	2,752,250,300
2-cent, in stamp books.	19,423,800	18,557,040	23,803,476	22,651,080	84,435,396
3-cent.	5,663,600	9,537,300	10,879,500	5,755,300	31,835,700
4-cent.	7,013,500	9,343,600	10,967,800	8,478,200	35,823,100
5-cent.	13,282,800	16,863,600	16,850,300	11,455,100	58,451,800
6-cent.	2,560,600	3,182,300	3,096,700	1,848,100	10,688,200
8-cent.	8,340,900	4,568,600	4,844,400	2,751,700	15,605,600
10-cent.	5,912,900	7,468,500	7,205,500	5,116,400	25,703,300
15-cent.	670,080	1,132,440	1,208,300	696,560	3,706,380
50-cent.	23,260	65,340	57,700	34,740	181,040
1-dollar.	7,265	13,075	8,945	6,990	36,275
2-dollar.	145	565	1,220	460	2,390
5-dollar.	220	275	1,315	325	2,135
10-cent special delivery.	4,825,890	1,893,850	1,751,250	1,822,620	7,293,610
Total.	865,563,960	1,097,153,985	1,163,288,006	933,158,275	4,059,184,226
Value.	\$16,809,127.00	\$21,262,809.80	\$22,446,236.52	\$17,745,453.60	\$78,263,626.92

COMMEMORATIVE SERIES, 1901—PAN-AMERICAN

1-cent.			51,374,830	51,374,830
2-cent.			121,704,030	121,704,030
4-cent.			3,767,530	3,767,530
5-cent.			5,040,130	5,040,130
8-cent.			2,529,630	2,529,630
10-cent.			2,966,930	2,966,930
Total.			187,383,080	187,383,080
Value.			\$3,849,600.00	\$3,849,600.00

No. 6.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1901—Continued.*

STAMP BOOKS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
Books of 12 stamps	735, 890	724, 000	920, 108	872, 090	3, 252, 028
Books of 24 stamps	224, 320	217, 570	279, 760	279, 020	1, 000, 670
Books of 48 stamps	108, 530	96, 820	126, 000	114, 380	445, 730
Total	1, 068, 740	1, 038, 390	1, 325, 868	1, 265, 490	4, 698, 428
Value	\$399, 163. 40	\$381, 524. 70	\$489, 328. 15	\$465 675. 90	\$1, 735, 692. 15

NUMBER AND VALUE OF STAMPS IN STAMP BOOKS.

Quarter ending—	Number.	Value.
September 30, 1900	19, 423, 800	\$388, 476. 00
December 31, 1900	18, 557, 040	371, 140. 80
March 31, 1901	23, 803, 476	476, 069. 52
June 30, 1901	22, 651, 080	453, 021. 60
Total	84, 435, 396	1, 688, 707. 92

POSTAGE-DUE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
1-cent	1, 107, 700	1, 508, 200	1, 315, 400	1, 566, 900	5, 492, 200
2-cent	2, 815, 500	3, 490, 900	3, 577, 000	3, 375, 200	13, 258, 600
3-cent	53, 300	156, 600	89, 100	116, 400	415, 400
5-cent	198, 400	223, 900	358, 000	185, 900	966, 200
10-cent	391, 350	454, 150	471, 650	543, 600	1, 860, 750
30-cent	1, 430	4, 010	4, 190	1, 140	10, 770
50-cent	370	2, 260	4, 510	1, 120	8, 260
Total	4, 568, 060	5, 835, 020	5, 819, 850	5, 789, 260	22, 012, 180
Value	\$118, 655. 00	\$148, 491. 00	\$155, 944. 00	\$151, 212. 00	\$574, 302. 00

ORDINARY STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

1-cent	10, 858, 000	12, 635, 750	11, 202, 250	11, 654, 500	46, 350, 500
2-cent	41, 737, 250	54, 631, 250	55, 422, 750	53, 167, 000	204, 958, 250
4-cent	6, 000	32, 750	52, 250	13, 750	104, 750
5-cent	44, 500	87, 000	93, 500	84, 500	309, 500
1-cent wrappers	8, 711, 250	10, 295, 250	10, 469, 250	8, 726, 750	38, 142, 500
2-cent wrappers	679, 500	806, 250	645, 750	656, 750	2, 786, 250
Total	62, 036, 500	78, 487, 250	77, 825, 750	74, 302, 250	292, 651, 750
Value	\$1, 121, 340. 04	\$1, 438, 540. 43	\$1, 439, 209. 86	\$1, 375, 327. 17	\$5, 374, 417. 50

SPECIAL REQUEST STAMPED ENVELOPES.

1-cent	5, 675, 500	6, 149, 000	6, 429, 500	5, 536, 000	23, 790, 000
2-cent	102, 779, 750	116, 613, 500	122, 080, 500	114, 396, 500	455, 869, 250
4-cent	47, 600	29, 500	44, 000	49, 000	170, 000
5-cent	66, 500	92, 000	93, 500	107, 000	358, 000
Total	108, 568, 250	122, 884, 000	128, 647, 500	120, 087, 500	480, 187, 250
Value	\$2, 258, 212. 25	\$2, 558, 293. 28	\$2, 673, 720. 54	\$2, 501, 429. 00	\$9, 981, 655. 07

No. 6.—*Postage stamp books, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1901—Continued.*

POSTAL CARDS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
A, 1-cent	94,000	94,500	82,000	176,500	447,000
D, 2-cent	1,511,750	2,572,000	2,247,000	2,513,000	8,843,750
E, 2-cent	168,500	217,650	428,600	236,800	1,051,550
F, 4-cent	4,500	3,500	750	1,250	10,000
H, 1-cent	141,221,000	162,543,500	144,667,000	200,182,500	648,604,000
K, 1-cent	95,500	158,500	82,000	322,500	658,500
Total	143,095,250	165,589,650	147,497,350	203,432,550	659,614,800
Value	\$1,447,890.00	\$1,683,896.00	\$1,501,752.00	\$2,061,861.00	\$6,696,401.00

RECAPITULATION.

Articles issued.	Number.	Value.
Ordinary postage stamps	3,967,455,220	\$75,845,558.00
Pan-American postage stamps	187,383,080	3,849,600.00
Postage stamps in stamp books	84,435,396	1,688,707.92
Stamp books	4,698,423	46,984.23
Special-delivery stamps	7,293,610	729,361.00
Postage-due stamps	22,012,180	574,302.00
Ordinary stamped envelopes	251,723,000	4,896,338.75
Special-request stamped envelopes	480,187,250	9,961,655.07
Newspaper wrappers	40,928,750	478,078.75
Postal cards	659,614,800	6,696,401.00
Aggregate	5,705,731,709	104,785,986.72

No. 7.—*Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1901.*

Denomination.	Ordinary, Pan-American, special delivery, and postage-due stamps.	Stamped envelopes and newspaper wrappers.	Postal cards, not including those shipped to subagents.	Total.
1-cent	1,090,036,030	108,283,000	649,709,500	1,848,028,530
2-cent	2,887,212,930	663,613,750	9,895,300	3,560,721,980
2-cent, in stamp books	84,435,396			84,435,396
3-cent	32,251,100			32,251,100
4-cent	39,590,630	274,750	10,000	39,875,380
5-cent	64,458,130	667,500		65,125,630
6-cent	10,688,200			10,688,200
8-cent	18,135,230			18,135,230
10-cent	37,824,590			37,824,590
15-cent	3,706,380			3,706,380
30-cent	10,770			10,770
50-cent	189,300			189,300
1-dollar	96,275			96,275
2-dollar	2,390			2,390
5-dollar	2,135			2,135
Total	4,268,579,486	772,839,000	659,614,800	5,701,033,286
Value	\$82,687,528.92	\$15,356,072.57	\$6,696,401.00	\$104,739,002.49

No. 8.—*Statement showing increase in the issue of postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ending June 30, 1901, as compared with the issue of the preceding year.*

Articles.	1900.		1901.	
	Number.	Value.	Number.	Value.
Ordinary postage stamps.....	3, 958, 143, 660	\$75, 628, 739. 00	3, 967, 455, 220	\$75, 845, 558. 00
Pan-American postage stamps <i>a</i>			187, 383, 080	3, 849, 600. 00
Postage stamps in stamp books <i>b</i>	40, 400, 904	808, 018. 06	84, 436, 396	1, 688, 707. 92
Stamp books <i>b</i>	2, 263, 040	22, 630. 40	4, 698, 423	46, 984. 23
Special-delivery stamps.....	6, 940, 650	694, 066. 00	7, 293, 610	729, 861. 00
Postage-due stamps.....	20, 969, 410	531, 265. 00	22, 012, 180	574, 302. 00
Ordinary stamped envelopes.....	231, 153, 000	4, 496, 044. 95	251, 723, 000	4, 896, 338. 75
Special-request stamped envelopes.....	437, 479, 250	9, 093, 223. 86	480, 187, 250	9, 981, 655. 07
Newspaper wrappers.....	38, 322, 750	458, 090. 25	40, 328, 750	478, 078. 75
Postal cards.....	687, 815, 250	5, 965, 696. 00	659, 614, 800	6, 696, 401. 00
Total.....	5, 824, 087, 914	97, 687, 771. 64	5, 706, 731, 709	104, 785, 986. 72

Articles.	Increase.		Per cent of increase.	
	Number.	Value.	Number.	Value.
Ordinary postage stamps.....	9, 311, 560	\$216, 819. 00	0. 23	0. 28
Pan-American postage stamps <i>a</i>	187, 383, 080	3, 849, 600. 00	100. 00	100. 00
Postage stamps in stamp books <i>b</i>	44, 034, 492	880, 689. 84	108. 99	108. 99
Stamp books <i>b</i>	2, 435, 383	24, 353. 83	107. 61	107. 61
Special-delivery stamps.....	352, 960	35, 296. 00	5. 08	5. 08
Postage-due stamps.....	1, 042, 770	43, 087. 00	4. 97	8. 11
Ordinary stamped envelopes.....	20, 570, 000	401, 293. 80	8. 89	8. 92
Special-request stamped envelopes.....	42, 708, 000	888, 431. 21	9. 76	9. 77
Newspaper wrappers.....	2, 006, 000	18, 988. 50	5. 15	4. 13
Postal cards.....	71, 799, 550	739, 706. 00	12. 21	12. 42
Total.....	381, 643, 795	7, 098, 215. 18	7. 16	7. 26

a First issue Apr. 26, 1901.

b First issue Apr. 16, 1900.

No. 9.—Value, by fiscal years, of postage stamps issued, from their introduction, July 1, 1847, to June 30, 1901.

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special-delivery.	Total.
1847						
1848						
1849	\$274,710.00					\$274,710.00
1850						
1851						
1852	1,535,688.51					1,535,688.51
1853	1,608,792.91					1,608,792.91
1854	1,526,800.00					1,526,800.00
1855	2,056,127.00					2,056,127.00
1856	3,611,274.40					3,611,274.40
1857	4,337,135.20					4,337,135.20
1858	4,945,374.35					4,945,374.35
1859	5,279,405.00					5,279,405.00
1860	5,920,939.00					5,920,939.00
1861	5,908,522.60					5,908,522.60
1862	7,078,188.00					7,078,188.00
1863	9,683,394.00					9,683,394.00
1864	10,177,327.00					10,177,327.00
1865	12,099,987.50					12,099,987.50
1866	10,816,661.00					10,816,661.00
1867	11,578,607.00					11,578,607.00
1868	11,751,014.00					11,751,014.00
1869	12,722,568.00					12,722,568.00
1870	13,976,768.00					13,976,768.00
1871	14,630,715.00					14,630,715.00
1872	15,840,649.00					15,840,649.00
1873	16,681,139.00	\$494,974.70				17,176,163.70
1874	17,275,242.00	1,415,845.20				18,691,037.20
1875	18,271,479.00	834,970.25	\$815,902.47			19,922,351.72
1876	18,773,454.00	863,831.50	945,254.75			20,382,540.25
1877	18,181,676.00	614,107.20	1,000,005.10			19,796,388.30
1878	19,468,618.00	613,094.60	1,093,845.30			21,180,557.90
1879	20,117,259.00	624,999.95	1,088,412.16	\$365,957.00		22,196,628.11
1880	22,414,928.00	140,199.08	1,252,903.30	251,836.00		24,059,866.38
1881	24,040,627.00	107,777.32	1,398,674.00	254,398.00		25,801,471.32
1882	28,679,628.00	139,991.75	1,602,069.70	352,170.00		30,773,759.45
1883	30,307,179.00	125,839.20	1,752,584.50	404,915.90		32,590,498.60
1884	29,077,444.00	140,040.00	1,923,217.80	353,611.00		31,494,312.80
1885	28,429,628.00		2,047,288.50	308,492.00		30,785,388.50
1886	31,172,364.00		1,097,390.00	159,989.00	\$369,956.00	32,799,699.00
1887	33,774,156.00		1,364,413.80	235,136.00	124,594.00	35,498,299.80
1888	36,293,183.00		1,588,425.00	283,954.00	133,179.00	38,298,741.00
1889	37,996,027.00		1,663,751.00	299,201.00	157,565.00	40,116,544.00
1890	42,734,108.00		1,711,464.00	324,712.00	212,089.00	44,982,373.00
1891	46,239,050.00		2,055,798.00	361,573.00	256,935.00	48,913,356.00
1892	48,850,562.00		2,209,516.00	425,970.00	311,722.00	51,797,770.00
1893	53,603,546.00		2,850,324.00	423,583.50	352,807.00	57,230,260.50
1894	50,590,540.00		2,613,920.00	428,816.00	367,402.00	54,000,678.00
1895	53,351,789.30		2,845,188.50	445,452.50	390,878.00	57,033,306.30
1896	57,774,638.00		2,819,177.00	450,658.00	446,627.00	61,491,100.00
1897	58,480,780.00		3,171,088.00	443,720.00	434,633.00	62,530,201.00
1898	65,240,130.00		3,119,864.00	512,856.00	516,473.00	69,389,323.00
1899	70,747,067.50		(b)	411,060.00	593,497.00	71,751,614.50
1900	76,436,757.08			531,265.00	694,065.00	77,662,087.08
1901	81,383,865.92			574,302.00	729,361.00	82,687,528.92

No. 10.—*Statement, by fiscal years, of the issues of stamped envelopes, from the date of the first issue, June 27, 1853, to June 30, 1901, with percentages of issues of special-request envelopes from the date of their first issue, May, 1865.*

Year ending June 30—	Ordinary envelopes, including wrappers.	Special-request envelopes.	Total.	Percentage of request envelopes.
1853	5,000,000		5,000,000	
1854	21,384,100		21,384,100	
1855	23,451,725		23,451,725	
1856	33,764,050		33,764,050	
1857	33,083,400		33,083,400	
1858	30,971,375		30,971,375	
1859	30,280,300		30,280,300	
1860	29,280,025		29,280,025	
1861	26,027,300		26,027,300	
1862	27,234,150		27,234,150	
1863	25,548,750		25,548,750	
1864	28,218,400		28,218,400	
1865	25,458,175	750,000	26,208,175	2.86
1866	30,388,200	8,708,525	39,096,725	22.28
1867	46,421,400	16,665,250	63,086,650	26.42
1868	47,894,900	29,469,750	77,364,650	34.72
1869	49,851,000	31,824,100	81,675,100	38.97
1870	49,951,500	36,338,000	86,289,500	42.12
1871	56,563,025	48,111,650	104,674,675	45.97
1872	67,101,750	46,825,000	113,926,750	41.10
1873	78,971,350	52,201,250	131,172,600	39.80
1874	84,478,250	51,940,250	136,418,500	38.08
1875	95,138,400	54,631,000	149,769,400	36.48
1876	100,968,750	64,554,500	165,523,250	39.00
1877	106,276,950	64,374,500	170,651,450	37.72
1878	115,715,100	67,845,250	183,560,350	36.96
1879	110,503,700	67,068,250	177,571,950	37.77
1880	130,301,500	76,835,500	207,137,000	37.09
1881	142,043,050	85,024,000	227,067,050	37.44
1882	155,861,300	100,704,250	256,565,550	39.25
1883	158,688,200	100,578,250	259,266,450	38.79
1884	192,716,550	129,515,500	322,232,050	40.19
1885	185,951,650	136,796,750	322,748,400	42.38
1886	201,265,850	152,742,250	354,008,100	43.14
1887	210,507,300	171,104,000	381,611,300	44.84
1888	237,010,500	196,625,250	433,635,750	45.34
1889	231,078,050	220,786,250	451,864,300	48.86
1890	262,620,950	251,212,000	513,832,950	48.89
1891	274,482,750	281,743,500	556,226,250	50.65
1892	279,829,700	313,855,000	593,684,700	52.86
1893	300,135,436	336,144,000	636,279,436	52.83
1894	258,452,468	313,022,750	571,475,218	54.93
1895	263,453,900	335,395,000	598,848,900	56.01
1896	261,964,500	354,075,750	616,040,250	57.48
1897	240,575,750	344,456,250	585,032,000	58.88
1898	244,517,250	361,929,750	606,447,000	59.68
1899	249,632,750	378,825,250	628,458,000	60.27
1900	270,075,750	437,479,250	707,555,000	61.83
1901	292,651,750	480,187,250	772,839,000	62.13

No. 11.—*Statement, by fiscal years, of the number of postal cards supplied postmasters from the date of their first issue, May 1, 1873, to June 30, 1901.*

Year ending—	1-cent.	2-cent.	4-cent.	Total.
June 30—				
1873.....	31,094,000			31,094,000
1874.....	91,079,000			91,079,000
1875.....	107,616,000			107,616,000
1876.....	150,815,000			150,815,000
1877.....	170,015,500			170,015,500
1878.....	200,630,000			200,630,000
1879.....	221,797,000			221,797,000
1880.....	269,754,000	2,796,500		272,550,500
1881.....	308,412,500	124,000		308,536,500
1882.....	351,394,500	103,500		351,498,000
1883.....	379,424,500	92,250		379,516,750
1884.....	362,789,500	87,250		362,876,750
1885.....	339,336,500	80,000		339,416,500
1886.....	355,499,000	149,000		355,648,000
1887.....	356,778,000	161,250		356,939,250
1888.....	381,671,500	126,000		381,797,500
1889.....	386,672,500	136,000		386,808,500
1890.....	429,341,600	173,750		429,515,350
1891.....	423,817,000	399,750		424,216,750
1892.....	511,122,000	311,500		511,433,500
1893.....	516,971,850	13,339,000	194,750	530,505,600
1894.....	464,178,000	4,318,750	3,000	468,499,750
1895.....	487,811,500	4,485,800	8,250	492,305,550
1896.....	519,147,000	5,668,400	4,750	524,820,150
1897.....	517,690,500	5,910,750	7,000	523,608,250
1898.....	549,900,000	6,460,900	19,750	556,380,650
1899.....	567,142,000	6,483,150	9,000	573,634,150
1900.....	580,082,500	7,722,060	10,750	587,815,250
1901.....	649,709,000	9,895,300	10,000	659,614,300

No. 12.—*A comparative statement of second-class matter mailed and postage collected at the 34 largest post-offices during the two fiscal years ending June 30, 1900 and 1901.*

Offices.	Year ending June 30, 1901.		Year ending June 30, 1900.		Increase.			Per cent of total amount collected, United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>			
New York, N. Y.....	96,219,485	\$962,194.85	88,057,514	\$880,575.14	8,161,971	\$81,619.71	9.15	22.406
Chicago, Ill.....	67,857,812	578,578.12	46,899,345	468,993.45	10,958,467	109,584.67	23.36	13.473
St. Louis, Mo.....	22,825,980	228,259.80	21,265,073	212,650.73	1,560,907	15,609.07	7.34	5.815
Philadelphia, Pa.....	22,069,548	220,695.48	19,131,368	191,313.68	2,938,180	29,381.80	15.35	6.139
Boston, Mass.....	18,967,888	189,678.88	18,438,786	184,387.86	529,102	5,291.02	2.86	4.417
Kansas City, Mo.....	10,861,478	108,614.78	8,567,859	85,678.59	2,303,619	23,036.19	26.91	2.529
Cincinnati, Ohio.....	9,279,964	92,799.64	8,770,678	87,706.78	509,286	5,092.86	5.80	2.161
Augusta, Me.....	9,001,134	90,011.34	8,252,381	82,523.81	748,753	7,487.53	9.07	2.096
Minneapolis, Minn.....	8,605,393	86,053.93	7,343,976	73,439.76	1,261,418	12,614.18	17.17	2.004
San Francisco, Cal.....	6,357,937	63,579.37	6,063,257	60,632.57	294,680	2,946.80	4.86	1.481
St. Paul, Minn.....	5,665,558	56,655.58	5,095,130	50,951.30	570,428	5,704.28	11.19	1.319
Pittsburg, Pa.....	5,553,085	55,530.85	4,811,499	48,114.99	741,586	7,415.86	15.41	1.294
Detroit, Mich.....	5,381,687	53,816.87	4,512,741	45,127.41	818,946	8,189.46	18.14	1.242
Milwaukee, Wis.....	5,294,267	52,942.67	4,511,867	45,118.67	782,400	7,824.00	17.94	1.233
Cleveland, Ohio.....	5,055,274	50,552.74	4,332,327	43,323.27	722,947	7,229.47	16.68	1.177
Springfield, Ohio.....	4,030,567	40,305.67	3,848,547	38,485.47	202,020	2,020.20	5.24	.943
Omaha, Nebr.....	4,022,447	40,224.47	3,275,686	32,756.86	746,762	7,467.62	22.79	.937
Denver, Colo.....	3,956,097	39,560.97	3,448,958	34,489.58	507,139	5,071.39	14.70	.921
Atlanta, Ga.....	3,948,061	39,480.61	3,220,426	32,204.26	727,635	7,276.35	22.59	.919
Des Moines, Iowa.....	3,942,254	39,422.54	3,182,439	31,824.39	759,815	7,598.15	23.87	.918
Baltimore, Md.....	3,634,780	36,347.80	3,428,585	34,285.85	226,195	2,261.95	6.59	.851
Springfield, Mass.....	3,421,066	34,210.66	3,000,662	30,006.62	420,394	4,203.94	14.01	.797
Lincoln, Nebr.....	3,418,579	34,185.79	2,659,192	26,591.92	759,387	7,593.87	28.55	.786
Louisville, Ky.....	3,237,462	32,374.62	2,280,302	22,803.02	957,160	9,571.60	42.84	.754
Indianapolis, Ind.....	3,138,220	31,382.20	2,262,855	22,628.55	875,365	8,753.65	38.68	.731
Washington, D. C.....	2,776,845	27,768.45	2,710,637	27,106.37	66,208	662.08	2.44	.647
Elgin, Ill.....	2,630,548	26,305.48	2,715,499	27,154.99	185,951	1,859.51	6.84	.589
Nashville, Tenn.....	2,324,936	23,249.36	2,214,057	22,140.57	120,879	1,208.79	5.45	.544
Dallas, Tex.....	2,153,256	21,532.56	1,730,962	17,309.62	422,294	4,222.94	24.97	.501
New Orleans, La.....	2,099,692	20,996.92	1,846,762	18,467.62	252,930	2,529.30	13.69	.489
Toledo, Ohio.....	1,775,737	17,757.37	1,675,112	16,751.12	100,625	1,006.25	6.00	.413
Buffalo, N. Y.....	1,598,192	15,981.92	1,397,075	13,970.75	196,117	1,961.17	14.10	.371
Rochester, N. Y.....	1,099,487	10,994.87	1,057,027	10,570.27	42,460	424.60	4.01	.256
Utica, N. Y.....	1,052,294	10,522.94	1,053,163	10,531.63	869	8.69	.08	.245
Total.....	343,152,000	3,431,620.00	304,052,745	3,040,527.45	39,099,255	390,992.55	12.85	79.906

No. 13.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1901.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
Aberdeen, S. Dak.	1	310	.....	310	.....	24.80	13
Ablene, Kans.	1	341	5	346	10	26.88	10
Adams, Mass.	1	496	33	529	5	41.92	10
Adrian, Mich.	1	1,061	19	1,080	53	82.16	12
Akron, Ohio	2	6,487	332	6,799	211	543.92	20
Alameda, Cal.	1	2,846	114	2,960	1	236.80	15
Albany, Ga.	1	712	5	717	18	56.72	30
Albany, N. Y.	6	26,668	1,659	28,327	206	2,213.76	12
Albert Lea, Minn.	2	366	12	378	5	29.84	13
Albion, Mich.	1	464	10	474	7	37.36	17
Albuquerque, N. Mex.	1	376	11	387	4	30.96	10
Alexandria, Ind.	1	548	.....	548	4	43.60	7
Alexandria, Va.	1	2,718	15	2,733	.....	218.64	16
Allegheny, Pa.	9	27,626	3,984	31,460	1,561	2,516.80	10
Allentown, Pa.	2	3,748	68	3,816	9	304.56	7
Alliance, Ohio	1	1,562	64	1,626	21	128.88	10
Alpena, Mich.	1	602	14	616	4	49.28	25
Alton, Ill.	1	998	50	1,048	3	83.76	10
Altoona, Pa.	2	4,752	1,008	5,760	41	460.48	13
Americus, Ga.	1	1,079	21	1,100	.....	88.00	20
Amesbury, Mass.	1	962	43	1,006	74	80.08	11
Amherst, Mass.	1	1,093	36	1,129	.....	90.26	15
Amsterdam, N. Y.	2	1,934	53	1,987	43	158.66	20
Anaconda, Mont.	1	525	32	557	50	40.56	11
Anderson, Ind.	1	2,112	46	2,158	14	172.64	10
Andover, Mass.	1	1,294	46	1,340	2	107.04	20
Annapolis, Md.	1	2,176	58	2,234	.....	178.72	7
Ann Arbor, Mich.	1	2,655	129	2,784	.....	217.68	15
Anniston, Ala.	1	1,330	13	1,343	10	106.96	17
Ansonia, Conn.	1	1,284	62	1,346	4	107.68	18
Appleton, Wis.	2	939	45	984	5	78.32	9
Arkansas City, Kans.	1	927	22	949	10	75.92	20
Arlington, N. J. ¹	1	921	9	930	1	74.32	10
Asbury Park, N. J.	3	6,211	81	6,292	236	451.12	12
Asheville, N. C.	1	3,644	89	3,733	66	293.36	17
Ashland, Ky.	1	564	17	581	3	46.48	14
Ashland, Ohio	1	357	9	366	5	28.96	25
Ashland, Wis.	.....	1,358	37	1,395	10	110.88	13
Ashtabula, Ohio	2	1,033	25	1,058	5	84.64	15
Astoria, Oreg.	1	467	25	492	2	39.36	7
Atchison, Kans.	1	1,996	57	2,052	10	164.16	18
Athens, Ga.	2	1,514	.....	1,514	.....	121.12	17
Athol, Mass.	2	661	41	702	19	54.64	27
Atlanta, Ga.	8	31,040	1,208	32,248	183	2,580.20	26
Atlantic, Iowa	.....	254	42	296	2	23.28	17
Atlantic City, N. J.	12	33,062	883	33,435	997	1,036.32	12
Attica, Ind.	1	215	.....	215	.....	16.40	14
Attleboro, Mass.	1	1,456	53	1,509	40	117.52	7
Auburn, Me.	.....	1,206	106	1,311	36	102.64	17
Auburn, N. Y.	2	3,851	139	3,990	80	312.80	22
Augusta, Ga.	1	6,802	133	6,935	27	374.24	15
Augusta, Me.	1	1,844	130	1,974	32	157.52	22
Aurora, Ill.	1	2,306	136	2,442	11	194.48	16
Austin, Minn.	1	337	.....	337	4	25.64	23
Austin, Tex.	1	3,567	814	3,881	10	301.76	28
Baker City, Oreg.	2	344	5	350	9	5.92	80
Bakersfield, Cal.	2	833	12	845	43	64.16	85
Baltimore, Md.	32	92,616	30,843	123,459	4,240	9,876.72	30
Bangor, Me.	2	4,750	953	5,703	14	368.40	7
Baraboo, Wis. ¹	6	387	14	401	4	25.64	15
Bar Harbor, Me.	1	1,242	23	1,265	53	96.96	8
Barre, Vt.	1	451	85	536	24	41.60	20
Batavia, Ill.	1	220	3	223	.....	17.84	22
Batavia, N. Y.	1	1,329	38	1,367	109.36	14
Bath, Me.	1	1,460	136	1,596	7	127.68	30
Bath, N. Y.	1	521	28	549	43.92	18

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No. 13.—Statement showing the operations of the special-delivery system at all the free delivery post-offices during the year ending June 30, 1901—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
Baton Rouge, La.	1	2,067	62	2,129	7	170.30	11
Battle Creek, Mich.	1	3,102	131	3,233	22	258.64	13
Bay City, Mich.	2	2,230	74	2,304	22	184.08	17
Bayonne, N. J.	1	3,062	167	3,219	13	233.84	25
Beatrice, Nebr.	1	580	20	600	22	46.24	16
Beaumont, Tex.	2	3,060	21	3,081	148	234.64	24
Beaver Falls, Pa.	1	1,571	21	1,592	16	126.08	21
Bedford, Ind.	1	548	24	572	18	45.60	28
Belfast, Me.	1	259	14	273	2	21.52	23
Bellaire, Ohio	1	902	8	910	24	70.88	8
Bellefontaine, Ohio	2	878	13	891	5	71.20	17
Bellefonte, Pa.	1	605	4	609	1	48.72	5
Belleville, Ill.	1	698	9	707	1	56.48	16
Bellows Falls, Vt.	8	601	13	614	5	48.80	12
Beloit, Wis.	1	566	13	578	14	45.12	19
Belvidere, Ill.	1	565	29	594	6	47.52	5
Bennington, Vt.	1	687	25	712	6	52.32	13
Benton Harbor, Mich.	6	712	14	726	1	56.00	20
Berkeley, Cal.	2	2,759	165	2,924	42	231.28	15
Bethlehem, Pa.	1	1,391	54	1,445	5	115.28	30
Beverly, Mass.	1	2,282	85	2,317	15	145.92	15
Biddford, Me.	1	962	34	996	36	58.92	14
Big Rapids, Mich.	2	213	4	217	2	17.20	16
Billings, Mont.	1	322	8	330	27	12.96	30
Binghamton, N. Y.	2	6,547	166	6,713	49	537.04	18
Birmingham, Ala.	3	12,196	863	12,569	209	988.08	14
Bloomfield, N. J.	1	1,332	29	1,361	2	106.88	11
Bloomington, Ill.	1	3,067	191	3,258	50	260.24	10
Bloomington, Ind.	1	717	16	733	1	58.64	15
Bloomsburg, Pa.	1	597	14	611	1	48.80	16
Bluffton, Ind.	1	314	6	320	1	24.96	20
Boise, Idaho	1	762	46	808	6	64.16	13
Boone, Iowa	1	433	29	462	1	36.96	30
Boston, Mass.	101	268,526	66,420	334,946	28,974	26,740.96	15
Boulder, Colo.	1	1,239	39	1,278	93	98.72	14
Bowling Green, Ky.	1	920	2	922	10	73.84	15
Braddock, Pa.	1	2,647	94	2,741	56	218.32	17
Bradford, Pa.	1	2,690	107	2,797	22	223.76	15
Brattleboro, Vt.	1	1,126	26	1,152	7	88.32	12
Brazil, Ind.	5	560	9	569	8	45.52	25
Bridgeport, Conn.	4	13,739	1,397	15,136	11	1,197.64	20
Bridgeport, N. J.	1	1,113	21	1,134	13	90.72	10
Bristol, Conn.	1	798	41	839	11	66.64	15
Bristol, R. I.	1	1,126	23	1,149	4	91.12	15
Bristol, Tenn.	1	827	5	832	19	66.00	22
Brockport, N. Y.	1	460	7	467	4	36.36	5
Brockton, Mass.	3	5,686	577	6,263	7	496.48	12
Brooklyn, N. Y.	56	158,352	26,222	184,574	9,157	14,765.92	18
Brunswick, Ga.	1	1,035	31	1,066	73	85.28	13
Brunswick, Me.	1	671	11	682	5	54.16	8
Bucyrus, Ohio	1	497	18	515	6	38.72	21
Buffalo, N. Y.	27	66,117	13,639	79,756	1,483	6,380.48	13
Burlington, Iowa	1	2,376	411	2,787	6	222.96	24
Burlington, N. J.	1	903	13	916	1	73.12	6
Burlington, Vt.	3	1,410	40	1,450	26	116.00	11
Butler, Pa.	1	1,777	65	1,842	56	142.72	8
Butte, Mont.	1	2,978	391	3,369	179	269.52	26
Cadillac, Mich.	1	303	6	309	7	24.64	30
Cairo, Ill.	1	1,977	18	1,995	41	159.60	20
Calumet, Mich.	4	342	13	355	7	27.84	30
Cambridge, Ohio	5	666	16	682	54	46.56	14
Camden, N. J.	2	8,978	390	9,358	788	746.80	17
Canandaigua, N. Y.	2	660	12	672	9	53.04	10
Canon City, Colo.	1	376	23	399	4	31.60	6
Canton, Ill.	1	630	16	646	3	51.52	5
Canton, Ohio	1	5,649	255	5,904	2	380.00	9

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No. 13.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1901—Continued.

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Carbondale, Pa.	1	1,050	11	1,061	1	84.88	10
Carlisle, Pa.	1	1,373	35	1,408	25	110.64	9
Carthage, Mo.	1	764	30	794	18	63.44	8
Catskill, N. Y.	1	1,022	14	1,036	174	68.96	12
Cedar Falls, Iowa	1	249	5	254	.....	20.32	14
Cedar Rapids, Iowa	1	3,047	253	3,300	21	257.37	12
Central Falls, R. I.	1	661	16	677	6	53.68	12
Centralia, Ill.	1	316	44	360	6	28.32	17
Chambersburg, Pa.	1	1,130	42	1,172	10	82.96	11
Champaign, Ill.	1	1,070	35	1,105	12	86.48	12
Charleroi, Pa.	1	490	17	507	9	40.08	27
Charles City, Iowa	1	149	7	156	3	12.48	13
Charleston, Ill.	1	493	10	503	3	40.08	10
Charleston, S. C.	2	7,058	183	7,241	4	579.28	20
Charleston, W. Va.	1	2,970	77	3,047	.....	243.76	30
Charlotte, Mich.	.....	383	4	387	5	30.96	12
Charlotte, N. C.	2	4,390	21	4,411	12	352.88	20
Charlottesville, Va.	2	1,967	7	1,974	63	152.83	15
Chattanooga, Tenn.	5	7,453	188	7,641	122	615.92	9
Chester, Pa.	1	2,753	133	2,886	8	230.24	23
Cheyenne, Wyo.	1	792	22	814	6	64.64	10
Chicago, Ill.	112	282,274	113,099	395,373	31,814	31,594.78	12
Chicopee, Mass.	3	470	12	482	4	37.52	12
Chicopee Falls, Mass.	1	462	3	465	5	36.80	10
Chilllicothe, Mo.	1	612	40	652	4	51.84	35
Chilllicothe, Ohio	1	1,831	35	1,866	31	148.80	12
Chippewa Falls, Wis.	1	465	27	492	6	38.88	9
Cincinnati, Ohio.	32	74,515	29,963	104,478	8,026	8,358.24	15
Circleville, Ohio.	1	897	20	917	4	73.28	15
Clarksburg, W. Va.	1	1,587	55	1,642	37	128.88	15
Clarksburg, Tenn.	1	654	40	694	1	55.52	24
Clearfield, Pa.	1	631	22	653	10	52.24	9
Cleburne, Tex.	1	547	11	558	20	42.96	20
Cleveland, Ohio	1	60,944	17,742	78,686	456	5,493.96	41
Clinton, Ill.	1	300	11	311	5	24.48	30
Clinton, Iowa	1	1,139	52	1,191	10	94.48	36
Clinton, Mass.	1	1,279	34	1,313	4	104.80	19
Clinton, Mo.	3	304	6	310	5	24.56	25
Coatesville, Pa.	1	1,011	6	1,017	34	78.64	15
Cohoes, N. Y.	1	1,376	48	1,424	.....	113.92	11
Coldwater, Mich.	1	534	36	570	7	45.04	10
Colorado Springs, Colo.	2	5,142	552	5,694	87	448.56	8
Columbia, Mo.	1	632	3	635	2	50.64	22
Columbia, Pa.	1	829	51	880	7	69.84	15
Columbia, S. C.	1	4,702	59	4,761	73	346.16	15
Columbia, Tenn.	1	615	.....	615	3	48.96	15
Columbus, Ga.	3	2,909	42	2,951	22	234.32	13
Columbus, Ind.	1	696	32	728	10	58.16	12
Columbus, Ohio	1	32,703	2,579	35,282	294	2,469.74	44
Concord, N. H.	5	4,878	328	5,206	7	415.92	12
Conneaut, Ohio	1	650	23	673	11	52.56	26
Connellsville, Pa.	1	1,667	35	1,702	19	133.60	11
Connorsville, Ind.	1	786	23	809	18	64.56	9
Corning, N. Y.	2	1,204	31	1,235	27	98.08	13
Corry, Pa.	1	607	25	632	3	50.40	8
Corsicana, Tex.	1	663	11	674	16	53.28	23
Cortland, N. Y.	1	1,886	27	1,913	19	111.52	12
Coshocton, Ohio	1	578	13	591	2	47.12	20
Council Bluffs, Iowa	2	2,831	114	2,945	10	234.00	20
Covington, Ky.	1	5,020	170	5,190	40	415.12	18
Cranford, N. J.	1	795	26	821	.....	65.68	11
Crawfordsville, Ind.	1	1,094	33	1,127	13	89.68	6
Creston, Iowa	1	576	16	592	10	47.20	30
Cripple Creek, Colo.	1	2,202	67	2,269	70	190.88	60
Crookston, Minn.	1	313	9	322	5	25.76	15
Cumberland, Md.	1	2,626	195	2,821	7	226.12	9

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Dallas, Tex.	3	11,522	597	12,119	144	951.60	14
Danbury, Conn.	1	2,448	123	2,571	205.68	8
Dansville, N. Y.	1	553	16	569	.....	45.52	15
Danvers, Mass. ¹	1	385	3	388	5	30.64	18
Danville, Ill.	1	2,543	63	2,606	1	208.48	20
Danville, Pa.	1	639	19	658	2	52.48	20
Danville, Va.	1	2,210	72	2,282	15	181.86	25
Davenport, Iowa	1	2,719	293	3,012	20	240.56	13
Dayton, Ohio	5	15,798	2,289	18,087	121	1,412.82	12
Deadwood, S. Dak.	.....	232	7	239	9	18.40	13
Decatur, Ill.	1	3,073	155	3,228	34	255.52	9
Decorah, Iowa	1	174	.....	174	1	13.92	10
Dedham, Mass. ¹	2	1,174	89	1,213	35	94.24	4
Defiance, Ohio	2	672	33	705	8	56.16	19
Dekalb, Ill.	1	322	2	324	3	25.52	15
Delaware, Ohio	1	1,352	33	1,385	8	110.16	13
Denison, Tex.	3	1,117	41	1,158	25	90.64	12
Denver, Colo.	13	37,674	7,544	45,218	274	3,617.44	22
Derby, Conn.	1	1,119	27	1,146	13	90.64	14
Des Moines, Iowa	3	7,632	1,082	8,714	31	687.12	10
Detroit, Mich.	14	44,793	7,824	52,617	3,946	4,209.36	15
Dixon, Ill.	1	799	29	828	2	66.08	15
Dover, N. H.	1	1,645	72	1,717	13	137.36	15
Dowagiac, Mich.	1	283	12	295	10	11.28	9
Dubois, Pa.	1	962	71	1,033	53	80.96	15
Dubuque, Iowa	1	2,838	372	3,210	12	253.92	13
Duluth, Minn.	1	6,383	423	6,806	457	380.00	12
Dunkirk, N. Y.	1	1,018	86	1,054	2	84.16	21
Durango, Colo. ¹	1	325	4	329	5	26.08	15
Durham, N. C.	1	1,151	12	1,163	6	92.56	20
East Liverpool, Ohio	1	1,629	42	1,671	.....	133.68	5
Easton, Pa.	2	4,509	316	4,825	11	385.12	7
East Orange, N. J.	2	7,137	210	7,347	68	577.20	20
East Providence, R. I.	1	691	22	713	5	56.24	14
East St. Louis, Ill.	1	1,749	84	1,833	15	146.64	40
Eau Claire, Wis.	1	1,473	88	1,561	6	124.40	25
Elgin, Ill.	1	1,892	189	2,081	27	166.40	19
Elizabeth, N. J.	1	6,530	484	6,964	33	548.88	27
Elkhart, Ind.	1	1,636	154	1,790	8	140.72	8
Elmira, N. Y.	3	5,108	407	5,515	70	435.60	22
El Paso, Tex.	1	1,688	39	1,727	51	138.00	20
El Reno, Okla. ¹	.....	432	1	433	31	32.16	19
Elwood, Ind.	1	1,033	13	1,046	30	82.40	38
Elyria, Ohio	1	1,076	70	1,146	5	91.92	6
Emporia, Kans.	1	1,305	17	1,322	4	104.84	12
Englewood, N. J.	1	2,013	84	2,047	111	153.68	14
Enid, Okla. ¹	2	380	3	383	27	27.60	13
Eric, Pa.	2	6,667	514	7,181	94	574.48	15
Escanaba, Mich.	1	479	9	488	9	38.80	10
Eureka, Cal.	1	312	18	330	9	26.40	18
Evanston, Ill.	5	5,062	168	5,230	17	417.04	15
Evansville, Ind.	3	4,108	127	4,235	.....	338.80	20
Exeter, N. H.	1	1,018	22	1,040	5	82.48	35
Fairfield, Iowa	1	252	6	258	4	20.64	13
Fairmont, W. Va.	1	1,012	6	1,018	8	72.32	10
Fall River, Mass.	2	7,657	1,025	8,682	66	691.76	8
Fargo, N. Dak.	1	1,060	38	1,098	38	87.84	15
Faribault, Minn.	1	625	20	645	11	50.72	20
Fergus Falls, Minn. ¹	1	157	13	170	2	13.44	18
Findlay, Ohio	1	2,240	85	2,325	23	186.00	11
Fitchburg, Mass.	2	3,035	192	3,227	6	258.08	15
Flint, Mich.	1	1,398	68	1,466	4	116.96	9
Flushing, N. Y.	2	3,048	98	3,146	3	251.44	10
Fond du Lac, Wis.	.....	1,346	38	1,384	28	108.16	20
Fort Atkinson, Wis.	1	123	3	126	5	9.84	13
Fort Collins, Colo. ¹	2	284	13	297	5	12.64	12
Fort Dodge, Iowa	1	712	20	732	7	58.00	54

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Fort Madison, Iowa	1	506	1	506	1	38.32	80
Fort Plain, N. Y.	3	347	12	359	6	28.24	15
Fort Scott, Kans.	2	844	32	876	6	69.76	11
Fort Smith, Ark.	1	1,512	44	1,556	21	124.56	12
Fort Wayne, Ind.	3	5,694	279	5,873	165	462.64	9
Fort Worth, Tex.	2	6,180	209	6,389	56	506.56	80
Fostoria, Ohio	1	889	16	905	1	73.40	13
Frankfort, Ind.	1	1,112	32	1,144	14	91.44	10
Frankfort, Ky.	1	2,184	27	2,211		176.88	15
Franklin, Pa.	1	1,230	101	1,331		102.48	11
Frederick, Md.	1	1,371	8	1,379	4	110.32	9
Fredericksburg, Va.	1	796	6	802	5	64.16	10
Fredonia, N. Y.	3	549	17	566	14	43.92	9
Freeport, Ill.	1	1,494	42	1,536	3	120.60	7
Fremont, Nebr.	1	731	19	750	19	59.92	10
Fremont, Ohio.	1	1,086	43	1,129	32	89.04	23
Fresno, Cal.	1	1,790	47	1,837	20	146.64	22
Fulton, N. Y.	1	676	8	684	9	54.24	30
Gainesville, Tex.	1	744		744		59.52	21
Galena, Kans.	1	456	15	470	3	37.96	38
Galesburg, Ill.	1	2,282	121	2,403	1	192.16	20
Gallion, Ohio.	1	630	14	644	1	51.52	15
Galveston, Tex.	1	7,049	337	7,386	206	497.76	15
Gardiner, Me.	1	637	13	650	9	51.28	15
Gardner, Mass.	2	1,057	31	1,088	26	84.96	9
Geneva, N. Y.	2	1,362	13	1,375	12	110.00	10
Glens Falls, N. Y.	1	1,877	47	1,924	52	141.12	17
Gloucester, Mass.	1	2,529	158	2,687	29	307.20	19
Gloversville, N. Y.	1	1,889	106	1,996	8	158.96	14
Goshen, Ind.	1	758	62	820	21	65.60	5
Grand Forks, N. Dak.	1	968	21	989	5	78.72	14
Grand Island, Nebr.	1	697	28	725	9	57.76	13
Grand Rapids, Mich.	3	11,188	749	11,937	390	954.96	9
Great Falls, Mont.	1	711	25	736	36	45.76	25
Greeley, Colo.	1	372	9	381	6	30.00	20
Greenbay, Wis.	3	1,350	87	1,437	21	113.84	15
Greenfield, Mass.	1	1,664	93	1,757	76	136.64	18
Greenfield, Ohio ¹		285	2	287	4	22.64	10
Greensboro, N. C.	1	2,844	33	2,877	8	190.16	16
Greensburg, Ind. ¹	2	493	25	518	1	41.44	22
Greensburg, Pa.	1	2,248	111	2,359	16	187.44	13
Greenville, Miss.	1	1,151	8	1,159	5	92.24	30
Greenville, Ohio	1	625	18	643	7	43.28	9
Greenville, Pa.	1	698	10	708	1	56.24	10
Greenville, S. C.	1	1,739	23	1,762	19	139.68	25
Greenville, Tex.	1	567	4	571	15	45.68	16
Greenwich, Conn.	1	2,373	44	2,417	157	180.80	10
Grinnell, Iowa		378	4	382	2	30.56	15
Guthrie, Okla.	3	965	13	978	121	68.56	6
Hackensack, N. J.	1	1,852	41	1,893	10	150.64	15
Haddonfield, N. J. ¹	2	569	12	581	17	45.12	5
Hagerstown, Md.	1	2,506	9	2,515	2	201.04	7
Hamilton, Ohio.	1	3,155	141	3,296	29	259.54	12
Hammond, Ind.	1	1,124	50	1,174	12	92.96	20
Hanford, Cal.	1	265	3	268	1	21.44	4
Hannibal, Mo.	1	1,287	24	1,311	70	104.88	16
Harrisburg, Pa.	12	10,779	540	11,319	400	905.28	17
Hartford, Conn.	7	22,867	4,793	27,660	934	2,176.96	15
Harvey, Ill. ¹	2	469	6	475	2	37.84	45
Hastings, Nebr.	1	572	16	588	19	46.40	40
Haverhill, Mass.	9	5,536	486	6,022	36	477.92	27
Hazleton, Pa.	1	1,252	51	1,303	22	104.16	18
Helena, Mont.	2	1,511	50	1,561	18	124.88	4
Henderson, Ky.	2	697	21	718	17	57.44	14
Herkimer, N. Y.	1	482	19	501	3	39.84	85
Hillsboro, Tex.	1	375		375	1	29.92	18
Hillsdale, Mich.	1	474	20	494	22	37.76	8

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No. 13.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1901—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
Hoboken, N. J.	3	8,023	268	8,291	193	663.28	10
Holland, Mich.	1	212	7	219	1	17.44	10
Holyoke, Mass.	4	4,835	292	5,127	45	404.96	30
Homestead, Pa.	1	1,746	31	1,777	32	141.68	20
Hoosick Falls, N. Y.	1	607	14	621	4	49.68	15
Hornellsville, N. Y.	1	1,484	66	1,550	39	122.48	10
Hot Springs, Ark.	1	4,651	7	4,658	268	300.88	20
Houston, Tex.	2	11,413	611	12,024	186	779.76	25
Hudson, N. Y.	1	1,451	34	1,485	16	114.80	10
Huntingdon, Pa.	2	805	18	823	—	65.84	20
Huntington, Ind.	2	741	36	777	23	60.32	20
Huntington, W. Va.	2	1,949	28	1,977	37	161.28	14
Huntsville, Ala.	1	1,024	8	1,032	33	78.96	33
Huron, S. Dak.	5	159	15	174	18	12.48	16
Hutchinson, Kans.	2	1,564	25	1,589	21	127.12	13
Hyde Park, Mass.	2	2,558	100	2,658	14	211.52	22
Illion, N. Y.	1	542	56	598	—	47.84	16
Independence, Iowa	—	235	19	254	27	18.16	11
Independence, Kans. ¹	1	264	4	268	7	21.44	16
Indiana, Pa.	1	487	10	497	—	40.08	18
Indianapolis, Ind.	14	44,790	7,647	52,437	85	4,188.16	11
Ionia, Mich.	3	457	12	469	—	37.52	20
Iowa City, Iowa	1	737	55	792	1	63.28	30
Iron Mountain, Mich.	1	268	7	275	6	21.60	15
Ironton, Ohio	1	1,058	52	1,106	—	88.40	20
Ironwood, Mich.	1	192	2	194	6	15.04	12
Ishpeming, Mich.	—	366	6	372	4	—	19
Ithaca, N. Y.	2	4,573	305	4,878	45	384.48	29
Jackson, Mich.	5	2,507	101	2,608	19	208.28	10
Jackson, Miss.	1	1,938	21	1,959	24	154.80	13
Jackson, Tenn.	1	1,354	18	1,372	—	109.76	25
Jacksonville, Fla.	2	9,004	245	9,249	292	685.28	42
Jacksonville, Ill.	1	1,542	90	1,632	7	130.00	20
Jamaica, N. Y.	6	2,991	27	3,018	121	231.76	8
Jamestown, N. Y.	1	3,542	155	3,697	29	295.68	9
Janesville, Wis.	1	1,225	28	1,253	11	97.52	30
Jefferson City, Mo.	1	1,315	4	1,319	11	105.04	20
Jeffersonville, Ind.	1	865	11	876	—	69.92	15
Jersey City, N. J.	13	21,356	1,348	22,704	1,331	1,813.68	30
Johnstown, N. Y.	1	755	22	777	—	62.16	8
Johnstown, Pa.	2	4,129	259	4,388	56	350.72	14
Joliet, Ill.	1	8,008	136	8,144	4	193.52	16
Joplin, Mo.	1	3,274	94	3,368	15	269.44	25
Kalamazoo, Mich.	1	3,118	100	3,218	29	227.64	13
Kane, Pa. ¹	1	770	17	787	2	58.32	18
Kankakee, Ill.	1	809	34	843	—	67.44	20
Kansas City, Kans.	3	7,580	438	8,018	127	635.92	22
Kansas City, Mo.	18	44,716	11,741	56,457	3,687	4,512.88	13
Kearney, Nebr.	1	412	7	419	9	33.52	30
Keene, N. H.	1	1,661	176	1,837	—	146.96	10
Kenosha, Wis.	1	1,368	44	1,432	8	112.96	15
Kenton, Ohio	1	673	13	686	3	54.64	18
Keokuk, Iowa	1	1,778	110	1,888	9	150.32	28
Kewanee, Ill.	3	444	14	458	6	19.84	15
Key West, Fla.	1	321	3	324	14	25.76	25
Kingstown, N. Y.	3	3,413	98	3,511	15	279.76	20
Kirkville, Mo.	1	633	7	640	14	50.32	31
Kittanning, Pa.	1	924	31	955	29	73.68	13
Knoxville, Tenn.	2	6,234	254	6,488	36	515.68	10
Kokomo, Ind.	1	1,050	32	1,082	6	86.32	15
Laconia, N. H.	—	733	23	756	—	60.48	15
Lacrosse, Wis.	1	2,349	159	2,508	21	200.64	9
Lafayette, Ind.	3	3,818	370	4,188	16	334.32	15
Lancaster, Ohio	1	1,215	23	1,238	47	95.28	11
Lancaster, Pa.	1	6,084	174	6,258	—	360.00	15
Lansdowne, Pa. ¹	1	925	22	947	—	74.96	45

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No. 13.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1901—Continued.

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Lansing, Mich.....	1	2,164	187	2,351	204	184.08	9
Laporte, Ind.....	1	578	8	586	46.48	15
Laramie, Wyo.....	1	299	205	499	20	38.32	8
Laredo, Tex.....	1	174	3	177	2	18.92	12
Lasalle, Ill.....	1	482	17	499	2	39.84	25
Latrobe, Pa.....	1	829	12	841	4	67.28	12
Lawrence, Kans.....	1	1,998	56	2,054	3	164.16	17
Lawrence, Mass.....	2	5,664	1,187	6,851	12	548.08	11
Leadville, Colo.....	1	1,286	58	1,349	17	115.12	15
Leavenworth, Kans.....	2	2,627	89	2,716	.....	206.28	11
Lebanon, Ind.....	3	469	15	484	4	38.40	10
Lebanon, Ohio.....	3	184	8	192	5	15.04	18
Lebanon, Pa.....	1	1,423	82	1,505	1	115.76	10
Leominster, Mass.....	1	1,316	81	1,397	60	106.96	16
Lewiston, Me.....	2	2,375	102	2,477	24	192.88	17
Lewistown, Pa.....	1	507	21	528	5	41.92	10
Lexington, Ky.....	3	8,062	369	8,431	99	666.56	21
Lima, Ohio.....	2	3,377	123	3,500	9	279.28	10
Lincoln, Ill.....	1	559	60	619	35	46.72	18
Lincoln, Nebr.....	2	7,062	265	7,327	23	584.82	16
Littlefalls, N. Y.....	2	1,039	19	1,058	.....	84.64	11
Little Rock, Ark.....	2	5,550	154	5,704	47	443.68	20
Lockhaven, Pa.....	1	861	19	880	.....	70.44	20
Lockport, N. Y.....	3	1,748	74	1,822	1	145.68	13
Logansport, Ind.....	1	2,008	66	2,074	26	165.20	15
Longbranch, N. J.....	1	2,654	91	2,745	32	219.60	15
Long Island City, N. Y.....	1	4,028	116	4,154	15	332.82	18
Lorain, Ohio.....	1	1,236	35	1,271	89	94.64	41
Los Angeles, Cal.....	9	26,417	2,259	28,676	299	2,270.96	20
Louisiana, Mo.....	1	334	4	338	9	24.88	20
Louisville, Ky.....	11	31,989	3,433	35,422	3,710	2,808.48	21
Lowell, Mass.....	4	10,998	1,413	12,406	908	992.48	18
Ludington, Mich.....	2	243	7	250	6	19.52	19
Lynchburg, Va.....	1	4,486	68	4,554	13	341.92	12
Lynn, Mass.....	7	12,910	1,890	14,800	1,002	1,183.76	16
McKeesport, Pa.....	1	2,882	130	3,012	8	240.72	15
Macomb, Ill.....	1	238	4	242	6	18.88	18
Macon, Ga.....	4	4,397	157	4,554	22	364.16	13
Madison, Ind.....	1	653	4	657	4	52.56	8
Madison, N. J.....	1	848	34	882	98	63.12	11
Madison, Wis.....	1	2,656	116	2,772	.....	221.76	15
Mahonoy City, Pa.....	1	665	15	680	18	54.40	7
Manchester, N. H.....	3	6,961	695	7,656	12	611.52	15
Manchester, Va.....	1	496	1	497	6	39.60	15
Manistee, Mich.....	1	511	17	528	.....	42.24	15
Manitowoc, Wis.....	1	342	14	356	.....	28.48	20
Mankato, Minn.....	2	1,205	43	1,248	28	99.76	15
Mansfield, Ohio.....	2	2,308	45	2,353	10	187.44	15
Marblehead, Mass.....	1	982	10	992	3	77.60	19
Marietta, Ohio.....	1	2,629	131	2,760	10	220.72	15
Marinette, Wis.....	1	765	11	776	9	60.88	17
Marion, Ind.....	1	2,871	134	3,005	54	240.40	18
Marion, Ohio.....	2	1,468	61	1,529	81	120.88	17
Marlboro, Mass.....	1	1,581	47	1,628	.....	128.24	12
Marquette, Mich.....	1	796	27	823	24	65.84	23
Marshall, Mich.....	2	459	2	461	4	36.88	11
Marshall, Mo.....	1	348	.....	348	.....	27.84	14
Marshall, Tex.....	1	684	8	692	18	51.12	17
Marshalltown, Iowa.....	3	1,040	63	1,103	8	88.32	16
Martinsburg, W. Va.....	1	1,047	24	1,071	3	85.68	14
Martinsville, Ind.....	1	592	1	593	5	47.04	13
Marysville, Cal.....	1	304	6	310	18	24.64	25
Marysville, Mo.....	6	299	16	315	3	24.96	21
Mason City, Iowa.....	1	749	60	809	4	64.72	18
Massillon, Ohio.....	1	1,263	32	1,295	7	108.04	17
Mattoon, Ill.....	1	597	26	623	4	49.76	80

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Maysville, Ky	1	864	9	873	69.84	20
Maywood, Ill.	1	821	4	825	8	25.86	30
Meadville, Pa.	1	2,086	71	2,156	82	172.43	8
Medford, Mass.	1	2,646	111	2,656	19	210.96	29
Media, Pa.	1	891	11	902	.....	72.16	10
Medina, N. Y.	1	352	15	367	.....	29.88	10
Melrose, Mass.	2	2,926	99	3,025	21	240.16	7
Memphis, Tenn.	4	14,917	838	15,755	286	1,250.40	24
Menominee, Mich.	.....	875	5	880	1	30.82	18
Merchantville, N. J.	1	599	5	705	18	55.60	14
Meriden, Conn.	4	4,249	136	4,485	158	356.00	15
Meridian, Miss.	1	1,526	18	1,544	9	123.62	15
Merrill, Wis.	.....	187	.....	187	2	6.40	38
Michigan City, Ind.	1	658	18	676	5	58.68	18
Middleboro, Mass.	1	772	.....	772	9	61.04	13
Middletown, Conn.	1	1,836	39	1,877	66	149.63	10
Middletown, N. Y.	1	2,840	146	3,086	28	244.64	2
Middletown, Ohio	1	869	16	885	18	78.16	10
Milford, Mass.	1	1,008	7	1,010	16	79.52	9
Milford, N. J.	1	620	7	627	4	50.84	15
Milton, Pa.	1	578	.....	578	3	46.00	15
Milwaukee, Wis.	8	30,483	5,359	35,842	84	2,798.44	7
Minneapolis, Minn.	26	37,782	17,744	55,526	124	4,272.16	20
Mishawaka, Ind. ¹	.....	376	2	378	2	30.24	15
Missoula, Mont.	1	354	4	358	4	28.56	26
Mitchell, S. Dak.	1	183	1	184	4	11.28	5
Moberly, Mo.	1	571	18	589	9	47.04	12
Mobile, Ala.	2	5,685	604	6,289	167	489.76	20
Moline, Ill.	2	859	34	893	19	71.36	16
Monmouth, Ill.	1	845	32	877	7	69.60	15
Monroe, Mich.	2	571	26	597	.....	47.76	10
Montclair, N. J.	2	4,101	180	4,281	11	342.48	13
Montgomery, Ala.	2	6,816	112	6,428	29	511.92	12
Montpelier, Vt.	1	916	43	959	17	75.36	14
Moorestown, N. J.	1	507	.....	507	18	39.44	13
Morgantown, W. Va. ¹	.....	1,003	29	1,032	14	.....	18
Morristown, N. J.	1	3,309	94	3,403	345	244.64	40
Moundsville, W. Va.	1	509	9	518	1	41.44	15
Mount Clemens, Mich.	1	1,696	12	1,707	43	136.40	16
Mount Pleasant, Mich.	1	335	18	353	2	28.06	16
Mount Vernon, N. Y.	1	5,646	185	5,831	49	419.12	22
Mount Vernon, Ohio	2	798	3	801	.....	64.08	10
Muncie, Ind.	1	3,727	134	3,861	45	306.28	11
Murphysboro, Ill. ¹	3	311	9	320	5	25.60	18
Muscatine, Iowa	6	583	31	614	6	48.72	20
Muskegon, Mich.	1	1,350	48	1,398	18	111.84	12
Napa, Cal.	1	544	10	554	81	37.84	22
Nashua, N. H.	1	2,993	118	3,111	50	244.88	14
Nashville, Tenn.	7	15,201	773	15,974	230	1,272.48	30
Natchez, Miss.	1	1,325	25	1,350	13	107.36	14
Natick, Mass.	1	1,035	69	1,104	7	87.76	10
Naugatuck, Conn. ¹	1	533	26	559	.....	44.72	12
Nebraska City, Nebr.	1	413	26	439	5	34.80	12
Neenah, Wis.	1	363	3	366	6	28.96	23
Nevada, Mo.	.....	760	10	770	32	50.52	24
New Albany, Ind.	1	1,351	88	1,389	8	111.12	15
Newark, N. J.	13	40,088	5,621	45,709	2,462	3,642.40	24
Newark, N. Y.	.....	564	10	574	30	42.16	16
Newark, Ohio	1	2,088	126	2,214	17	177.20	16
New Bedford, Mass.	8	7,788	500	8,288	56	654.96	12
Newbern, N. C.	1	1,043	10	1,053	16	84.24	21
New Brighton, N. Y.	1	2,621	23	2,644	31	209.12	8
New Brighton, Pa. ¹	.....	1,000	3	1,003	5	79.84	15
New Britain, Conn.	1	3,376	215	3,591	9	287.12	13
New Brunswick, N. J.	1	8,984	171	4,106	13	328.24	15
Newburg, N. Y.	5,113	140	5,253	59	415.52	9

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Newburyport, Mass.	1	2,306	168	2,473	13	197.12	18
Newcastle, Ind. ¹	2	438	6	444	4	85.52	14
Newcastle, Pa.	1	4,459	150	4,609	270	358.32	41
New Haven, Conn.	21	26,514	3,374	29,888	1,306	2,895.68	19
New London, Conn.	2	4,789	353	5,142	1	411.36	18
New Orleans, La.	27	46,542	13,545	60,087	280	4,792.48	40
New Philadelphia, Ohio.	1	407		407	8	81.92	17
Newport, Ky.	3	3,597	62	3,659	27	292.40	9
Newport, R. I.	4	9,291	659	9,950	237	719.18	49
Newport News, Va.	1	3,177	72	3,249	102	256.92	20
New Rochelle, N. Y.	1	3,745	110	3,855	88	301.76	15
Newton, Iowa.	5	203	9	212	4	16.64	18
Newton, Kans.	1	523		523	5	41.44	30
Newton Center, Mass.	7	9,786	236	10,022	111	792.88	12
New York, N. Y.	364	585,226	346,342	931,568	94,558	74,312.08	24
Niagara Falls, N. Y.	5	3,656	79	3,735	42	296.80	15
Niles, Mich. ¹	1	255	1	256	8	20.16	17
Niles, Ohio ¹	1	516	3	519	2	41.36	10
Norfolk, Va.	4	11,915	648	12,563	969	1,004.56	7
Norristown, Pa.	2	2,560	123	2,683	3	214.64	15
North Adams, Mass.	1	3,018	154	3,172	14	252.64	15
Northampton, Mass.	2	4,226	322	4,548		363.84	18
North Attleboro, Mass.	1	408	9	417	6	32.88	10
North Tonawanda, N. Y.	2	735	24	759	6	58.32	84
North Vernon, Ind. ¹	1	196		196	6	14.80	12
Norwalk, Conn.	1	1,146	19	1,165	2	93.20	15
Norwalk, Ohio	1	906	21	929	16	78.04	17
Norwich, Conn.	4	3,784	560	4,284	6	842.24	17
Norwich, N. Y.	3	620	19	639	3	50.88	10
Norwood, Mass.	3	704	22	726	7	57.52	14
Nyack, N. Y.	10	1,396	18	1,414	87	108.24	17
Oakland, Cal.	4	14,560	1,781	16,341	54	1,300.88	15
Oakpark, Ill.	1	2,685	58	2,653	104	211.68	15
Oberlin, Ohio.	2	735	10	745	13	50.44	12
Ocean Grove, N. J.	1	2,200	12	2,212	16	175.76	10
Ogden, Utah.	1	1,523	86	1,605	76	128.64	15
Ogdensburg, N. Y.	1	1,083	25	1,108	15	88.64	7
Oil City, Pa.	2	2,305	115	2,420		193.60	10
Oklahoma, Okla.	3	1,992	63	2,055	54	161.44	15
Olean, N. Y.	1	1,576	66	1,642	11	130.45	9
Olympia, Wash.	2	526	26	552	4	44.16	14
Omaha, Nebr.	4	19,140	1,387	20,527	13	1,626.48	20
Oneida, N. Y.	1	932	27	959	26	57.20	6
Oneonta, N. Y.	1	869	36	905	20	70.80	6
Orange, Mass.	1	538	29	567	7	45.36	20
Orange, N. J.	2	4,367	140	4,507	117	287.60	17
Oshkosh, Wis.	1	2,488	250	2,738	31	218.96	12
Oskaloosa, Iowa.	1	1,021	44	1,065	3	85.20	12
Oswining, N. Y.	1	1,582	27	1,609	88	125.68	20
Oswego, N. Y.	1	2,834	95	2,929	30	216.64	23
Ottawa, Ill.	2	940	43	983	12	73.49	14
Ottawa, Kans.	1	943	5	953		76.24	14
Ottumwa, Iowa.	1	1,458	40	1,498	3	119.84	7
Owatonna, Minn. ¹	1	412		412	6	82.06	13
Owego, N. Y.	1	596	2	598	5	47.84	15
Owensboro, Ky.	1	974	13	987	7	79.52	8
Owosso, Mich.	1	831	44	875	13	68.96	9
Paducah, Ky.	1	2,200	24	2,224	82	177.92	15
Painesville, Ohio.	6	721	40	761	69	55.36	15
Palestine, Tex.	1	602	2	604	8	46.88	20
Palmyra, N. Y.	1	210		210	3	16.72	7
Paris, Ill.	1	594	46	640	1	51.04	10
Paris, Tex.	1	1,655	24	1,679	135	134.32	15
Parkersburg, W. Va.	1	4,272	267	4,539	9	362.68	13
Parsons, Kans.	1	614	22	636	31	48.40	17
Pasadena, Cal.	3	1,871	97	1,968	38	150.82	7

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No. 13.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1901—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.
Passaic, N. J.	1	2,976	141	3,117	1	249.04	12
Paterson, N. J.	3	9,366	876	9,781	40	778.48	23
Pawtucket, R. I.	3	4,725	228	4,943	82	890.88	26
Peabody, Mass.	1	1,068	52	1,120	15	88.40	6
Peekskill, N. Y.	1	1,899	34	1,433	.....	114.64	16
Pekin, Ill.	1	551	11	562	1	44.56	18
Penn Yan, N. Y.	1	609	18	627	12	49.20	10
Pensacola, Fla.	2	1,632	41	1,673	12	180.96	22
Peoria, Ill.	3	7,400	670	8,070	41	642.32	15
Perry, Okla.	1	806	6	312	7	24.96	15
Perth Amboy, N. J.	1	1,524	20	1,544	11	122.64	10
Peru, Ind.	1	1,091	22	1,113	5	89.04	7
Petersburg, Va.	1	3,371	51	3,422	20	273.76	15
Petooskey, Mich.	1	589	3	542	8	42.72	9
Philadelphia, Pa.	104	253,784	107,519	361,303	17,965	28,805.04	26
Phillipsburg, N. J.	1	674	10	684	13	53.68	20
Phoenix, Ariz.	1	842	82	874	49	66.00	15
Phoenixville, Pa.	1	776	13	799	29	60.80	10
Pine Bluff, Ark.	1	1,898	41	1,434	12	114.72	6
Piqua, Ohio.	1	1,520	17	1,587	13	121.92	10
Pittsburg, Kans.	1	1,007	36	1,042	3	86.28	11
Pittsburg, Pa.	37	88,662	55,842	139,504	6,459	11,180.32	22
Pittsfield, Mass.	3	3,970	108	4,078	11	325.84	16
Pittston, Pa.	1	1,067	37	1,104	8	87.20	15
Plainfield, N. J.	2	5,176	183	5,359	16	428.72	11
Plattsburg, N. Y.	2	956	36	991	10	73.44	20
Plymouth, Mass.	1	1,438	39	1,477	57	113.60	13
Pomona, Cal.	2	546	11	557	37	41.60	15
Pontiac, Ill.	1	437	9	446	1	35.60	10
Pontiac, Mich.	1	897	23	920	39	72.88	12
Port Chester, N. Y.	1	1,498	37	1,535	105	110.40	15
Port Huron, Mich.	1	2,326	46	2,372	12	189.76	15
Port Jervis, N. Y.	1	1,328	86	1,414	10	112.32	17
Portland, Me.	5	12,800	2,198	14,998	1,147	1,172.88	26
Portland, Oreg.	3	11,291	1,039	12,330	117	961.84	21
Portsmouth, N. H.	1	2,479	49	2,528	22	200.48	10
Portsmouth, Ohio	1	2,043	54	2,097	49	167.68	14
Portsmouth, Va.	1	2,038	32	2,070	20	165.60	13
Potsdam, N. Y.	2	399	12	411	13	32.72	6
Pottstown, Pa.	4	1,248	11	1,259	.....	100.72	10
Pottsville, Pa.	1	2,480	113	2,593	97	207.44	12
Poughkeepsie, N. Y.	1	5,888	212	6,100	201	359.44	10
Prescott, Ariz.	1	199	1	200	1	16.00	35
Princeton, Ind.	3	396	6	401	6	32.08	18
Princeton, N. J.	1	3,146	55	3,201	60	246.08	16
Providence, R. I.	18	22,007	8,990	30,997	1,944	4,076.96	19
Pueblo, Colo.	1	3,627	198	3,825	200	306.00	13
Quincy, Ill.	1	3,043	264	3,307	2	264.56	20
Quincy, Mass.	3	3,754	233	3,987	4	318.96	16
Racine, Wis.	1	2,406	178	2,584	10	206.00	10
Rahway, N. J.	1	702	53	755	1	60.32	10
Raleigh, N. C.	1	4,011	132	4,143	8	330.24	4
Ravenna, Ohio.	1	402	8	410	.....	32.80	15
Reading, Mass.	1	871	16	887	4	70.40	30
Reading, Pa.	3	8,021	441	8,462	30	676.80	10
Redbank, N. J.	1	1,565	22	1,587	168	113.52	9
Redlands, Cal.	1	661	11	672	14	58.76	18
Red Oak, Iowa	4	251	10	261	11	20.88	25
Red Wing, Minn.	1	559	30	599	16	45.84	30
Reno, Nev.	1	523	6	529	5	41.92	13
Richmond, Ind.	1	3,369	94	3,463	6	276.56	10
Richmond, Va.	6	24,631	1,533	26,164	365	2,077.20	16
Ridgway, Pa.	1	385	7	392	10	31.12	5
Riverside, Cal.	948	34	982	34	75.84	18
Roanoke, Va.	2	2,754	34	2,788	48	223.04	15
Rochester, Minn.	2	484	15	499	12	39.92	11

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Rochester, N. Y.	10	31,264	5,486	36,750	2,039	2,940.00	18
Rockford, Ill.	1	2,764	176	2,940		235.20	20
Rock Island, Ill.	1	1,990	59	2,049	33	163.44	10
Rockland, Me.		1,068	31	1,089	6	86.64	20
Rockville, Conn.	1	465	7	472		38.56	16
Rome, Ga.	1	1,598	20	1,613	5	128.64	10
Rome, N. Y.		1,479	57	1,536	3	122.08	13
Rushville, Ind. ¹	3	606	8	614	21	49.12	10
Rutherford, N. J.	1	1,278	19	1,297	2	103.76	15
Rutland, Vt.	1	2,110	46	2,156		172.48	17
Sacramento, Cal.	3	6,531	364	6,896	1	547.60	9
Saginaw, Mich.	1	3,683	146	3,829	23	306.16	10
Saginaw West Side, Mich.	1	1,066	24	1,090	14	86.96	11
St. Albans, Vt.	1	619	16	635	1	50.72	16
St. Augustine, Fla.	1	1,382	27	1,409	17	112.40	7
Saint Cloud, Minn.	1	678	40	718	4	67.28	21
Saint Johnsbury, Vt.	1	549	29	578	3	46.00	17
Saint Joseph, Mich.	1	544	6	550	1	44.00	14
Saint Joseph, Mo.	3	10,396	616	11,011	117	890.64	8
Saint Louis, Mo.	36	74,857	31,208	106,065	9,779	8,485.20	21
Saint Paul, Minn.	10	31,603	7,973	39,576	478	3,162.40	20
Salem, Mass.	3	5,872	1,283	7,155	85	572.40	7
Salem, Ohio	1	1,156	44	1,200	13	94.96	6
Salem, Oreg.	1	653	9	662	8	62.00	20
Salina, Kans.	1	697	18	715	8	56.64	16
Salisbury, Md. ¹	1	434		434		24.72	10
Salt Lake City, Utah	2	7,585	633	8,218	88	671.20	20
San Antonio, Tex.	2	8,133	479	8,612	2	683.36	15
San Bernardino, Cal.	1	1,078	24	1,102	9	87.44	9
San Diego, Cal.	5	2,700	103	2,803	62	215.84	10
Sandusky, Ohio	5	2,515	56	2,571	3	202.80	20
San Francisco, Cal.	52	76,604	19,986	96,590	7,665	7,727.20	35
San Jose, Cal.	2	7,550	149	7,699	148	662.80	20
Santa Ana, Cal.	1	497	5	502		40.16	85
Santa Barbara, Cal.	1	724	16	740	52	55.04	12
Santa Cruz, Cal.	1	875	8	883	18	69.20	10
Santa Rosa, Cal.	1	1,496	39	1,534		122.72	8
Saratoga Springs, N. Y.	1	5,995	82	6,077	77	422.40	18
Sault Sainte Marie, Mich.	1	612	19	631	23	50.48	20
Savannah, Ga.	5	9,477	353	9,830	71	772.48	15
Schenectady, N. Y.	2	5,331	187	5,518	84	434.72	20
Scranton, Pa.	3	11,157	1,139	12,296	22	968.64	22
Seattle, Wash.	3	11,581	933	12,514	154	857.76	22
Sedalia, Mo.	1	2,015	57	2,072	9	165.04	14
Selma, Ala.	1	1,642	5	1,647	21	130.08	26
Seneca Falls, N. Y.	1	745	28	773		54.72	16
Sewickley, Pa. ¹	2	889	20	909	12	71.12	15
Seymour, Ind.	3	346	14	360		28.80	10
Shamokin, Pa.	1	967	43	1,010	9	80.48	8
Sharon, Pa.	1	1,575	67	1,642	2	131.28	14
Sheboygan, Wis.	2	1,064	22	1,086	14	85.76	12
Shelby, Ohio	1	471	15	486	2	38.72	13
Shelbyville, Ind.	1	646	10	656	26	50.24	10
Shenandoah, Pa.		718	10	728	9		10
Sherman, Tex.	2	1,196	10	1,206	22	75.60	9
Shreveport, La.	1	2,886	75	2,961	22	226.88	22
Sidney, Ohio	1	567	10	567	1	45.36	6
Sioux City, Iowa	4	6,452	345	6,797	76	542.96	8
Sioux Falls, S. Dak.	2	1,357	85	1,392	28	105.76	10
Sistersville, W. Va.	1	902	32	934		74.72	3
Somerville, N. J.	1	717	8	725	26	55.92	15
South Bend, Ind.	1	3,523	207	3,730	125	298.40	17
South Bethlehem, Pa.	1	1,700	45	1,745	17	138.24	10
Southbridge, Mass. ¹	1	598	7	605	4	48.08	15
South Framingham, Mass.	1	1,675	92	1,767	46	137.68	12
South Norwalk, Conn.	1	2,019	81	2,100		167.20	12

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South Omaha, Nebr.	1	4,429	21	4,450	6	340.72	15
South Orange, N. J.	3	1,760	43	1,808	2	144.16	20
Spartanburg, S. C.	1	1,545	21	1,566	23	125.12	20
Spokane, Wash.	2	5,088	265	5,353	56	423.12	13
Springfield, Ill.	2	6,192	457	6,649	427	530.96	16
Springfield, Mass.	11	20,036	3,342	23,378	18	1,870.08	13
Springfield, Mo.	1	2,969	106	3,075	19	246.16	15
Springfield, Ohio	2	6,557	218	6,775	59	499.76	23
Stamford, Conn.	2	4,423	281	4,704	128	366.08	10
Staunton, Va.	1	2,043	10	2,053	20	164.24	15
Steelton, Pa.	1	700	3	703	12	56.00	11
Sterling, Ill.	1	479	14	493	14	35.52	9
Steubenville, Ohio.	1	2,007	86	2,093	12	167.44	10
Stevens Point, Wis.	1	411	27	438	11	34.16	12
Stillwater, Minn.	1	981	39	970	11	74.20	25
Stockton, Cal.	1	2,055	43	2,098	85	167.84	7
Streator, Ill.	2	951	47	998	16	79.84	10
Summit, N. J.	1	1,903	81	1,984	84	152.00	9
Sunbury, Pa.	1	941	45	986	3	78.64	13
Syracuse, N. Y.	8	25,574	6,251	31,825	2,070	2,545.20	20
Tacoma, Wash.	4	4,135	334	4,469	34	357.52	17
Tampa, Fla.	1	2,271	63	2,334	43	186.72	25
Tarrytown, N. Y.	2	1,982	19	2,001	85	153.28	16
Taunton, Mass.	2	4,461	506	4,967	21	396.72	16
Temple, Tex.	1	653	15	668	1	53.44	8
Terre Haute, Ind.	2	3,900	248	4,148	35	330.80	6
Texarkana, Ark.	1	1,548	32	1,580	37	126.40	20
Thomasville, Ga.	1	965	10	975	28	76.48	15
Three Rivers, Mich. ¹	8	177	2	179	6	13.84	18
Tiffin, Ohio.	1	1,139	20	1,159	1	92.64	5
Titusville, Pa.	1	1,328	15	1,343	2	107.44	9
Toledo, Ohio.	8	25,426	2,581	28,007	1,042	2,229.44	12
Tonawanda, N. Y.	1	366	5	371	1	29.68	26
Topeka, Kans.	3	8,391	332	8,723	100	696.00	15
Torrington, Conn.	1	1,077	81	1,108	5	88.56	12
Towanda, Pa.	1	440	24	464	16	37.12	8
Traverse City, Mich.	4	543	21	564	47	41.68	17
Trenton, N. J.	2	10,862	378	11,240	79	870.64	10
Trinidad, Colo.	2	479	9	488	29	36.72	30
Troy, N. Y.	4	12,031	1,139	13,170	25	1,052.08	13
Troy, Ohio.	1	699	17	716	74	56.00	8
Tucson, Ariz.	1	513	12	525	5	41.60	15
Tyler, Tex.	1	769	20	789	14	62.00	20
Tyrone, Pa.	1	756	20	776	7	61.84	9
Uniontown, Pa.	1	1,949	126	2,075	52	162.24	7
Urbana, Ill.	1	488	7	495	10	39.12	29
Urbana, Ohio.	1	925	11	936	8	74.48	8
Utica, N. Y.	2	9,329	601	9,930	69	715.76	18
Valdosta, Ga. ¹	2	774	7	781	7	61.92	16
Vallejo, Cal.	3	1,145	37	1,182	20	94.56	25
Valparaiso, Ind.	1	909	40	949	17	75.60	13
Vanwert, Ohio	1	503	14	517	4	41.12	20
Vicksburg, Miss.	1	3,154	58	3,207	31	254.08	6
Victor, Colo.	1	585	7	592	25	46.80	25
Vincennes, Ind.	1	944	45	989	26	77.04	8
Vineland, N. J.	1	836	7	843	78	64.88	10
Wabash, Ind.	1	898	22	920	8	72.96	15
Waco, Tex.	2	2,972	80	3,052	91	236.88	15
Wakefield, Mass.	1	1,206	62	1,268	10	100.64	13
Walla Walla, Wash.	1	396	11	407	24	31.20	11
Wallington, Conn.	1	677	37	714	1	57.12	15
Waltham, Mass.	2	8,935	159	9,094	12	326.56	16
Warren, Ohio.	1	1,422	53	1,475	1	118.00	20
Warren, Pa.	1	1,733	29	1,762	18	139.44	9
Warsaw, Ind. ¹	3	427	14	441	1	35.28	9
Warrensburg, Mo.	1	440	4	444	8	35.36	17
Washington, D. C.	61	140,746	36,409	177,155	1,045	14,172.16	17

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Washington, Ind.....	1	397	19	416	4	33.28	50
Washington, N. J.....	1	866	866	29.28	8
Washington, Pa.....	1	3,300	249	3,549	9	283.20	15
Washington C. H., Ohio.....	1	870	8	878	2	70.08	8
Waterbury, Conn.....	2	5,899	241	6,140	87	488.96	15
Waterloo, Iowa.....	1	1,149	43	1,192	5	94.96	20
Watertown, Mass.....	1	1,612	71	1,683	5	134.16	10
Watertown, N. Y.....	1	2,903	111	3,014	28	239.44	7
Watertown, S. Dak.....	3	238	15	253	3	20.24	25
Watertown, Wis.....	2	440	21	461	17	26.72	23
Waterville, Me.....	1	988	85	1,068	51	84.40	26
Watsonville, Cal. ¹	1	351	1	352	1	28.08	28
Waukegan, Ill.....	1	1,195	29	1,224	49	97.44	27
Waukegan, Wis.....	1	891	29	920	17	78.52	15
Wausau, Wis.....	1	630	16	646	2	51.68	15
Waverly, N. Y.....	1	518	24	542	3	43.20	8
Waycross, Ga. ¹	1	768	12	780	12	61.44	35
Wayne, Pa.....	1	911	55	966	2	77.12	13
Waynesboro, Pa.....	1	318	5	318	1	25.36	6
Weatherford, Tex.....	1	196	2	198	18	14.40	15
Webster City, Iowa.....	1	222	9	231	1	18.48	80
Weehawken, N. J. ¹	3	712	.....	712	5	56.96	23
Webb City, Mo. ¹	1	406	19	425	49	34.00	18
Wellsville, N. Y. ¹	1	410	3	413	.....	33.04	13
West Bay City, Mich.....	1	637	7	644	11	51.36	25
Westboro, Mass.....	1	778	12	790	12	62.24	10
West Chester, Pa.....	1	2,471	76	2,547	152	191.60	10
Westerly, R. I.....	.....	1,451	41	1,492	9	92.00	28
Westfield, Mass.....	.....	1,983	176	2,159	18	170.16	12
Westfield, N. J. ¹.....	.....	923	39	962	2	74.20	17
West Hoboken, N. J.....	10	1,491	8	1,499	18	117.28	17
West Medford, Mass.....	1	809	10	819	2	65.36	9
Westminster, Md. ¹	1	613	3	616	6	25.68	30
West New Brighton, N. Y.....	1	1,393	32	1,425	29	109.36	16
West Superior, Wis.....	1	2,104	74	2,178	20	172.64	12
West Troy, N. Y.....	1	902	5	907	7	71.92	20
Whatcom, Wash.....	.....	450	26	476	11	32.12	21
Wheaton, Ill. ¹	1	484	21	505	41	36.32	13
Wheeling, W. Va.....	5	8,465	526	8,981	117	714.80	17
White Plains, N. Y.....	1	2,352	123	2,475	252	177.84	11
Wichita, Kans.....	2	6,241	319	6,560	12	524.80	10
Wilkesbarre, Pa.....	2	6,508	271	6,774	278	587.92	23
Williamsport, Pa.....	1	4,625	110	4,735	14	356.64	13
Willimantic, Conn.....	1	1,241	45	1,286	44	100.96	10
Wilmington, Del.....	2	10,791	819	11,610	18	928.80	15
Wilmington, N. C.....	5	4,752	124	4,876	48	389.84	14
Winchester, Ind.....	.....	811	4	815	4	24.88	28
Winchester, Mass.....	1	2,004	156	2,162	9	172.32	12
Winchester, Va.....	1	987	13	1,000	3	79.76	14
Winfield, Kans.....	6	747	19	766	27	61.04	16
Winona, Minn.....	1	1,301	101	1,402	37	111.44	16
Winsted, Conn.....	.....	923	40	963	2	77.04	29
Winston-Salem, N. C.....	.....	1,320	27	1,347	47	107.52	18
Woburn, Mass.....	1	1,618	158	1,771	30	139.28	13
Woonsocket, R. I.....	1	2,359	104	2,463	.....	197.04	30
Wooster, Ohio.....	1	829	35	864	9	68.40	11
Worcester, Mass.....	26	26,145	6,269	32,414	1,557	2,578.00	27
Wyandotte, Mich.....	1	192	3	195	4	15.60	22
Xenia, Ohio.....	1	1,898	40	1,938	7	115.04	17
Yankton, S. Dak.....	1	301	7	308	8	24.32	13
Yonkers, N. Y.....	3	6,728	313	7,041	39	560.16	15
York, Pa.....	1	4,307	160	4,467	16	344.48	28
Youngstown, Ohio.....	4	6,748	386	7,134	3	556.56	17
Ypsilanti, Mich.....	1	517	10	527	.....	42.16	17
Zanesville, Ohio.....	2	4,713	272	4,985	18	398.80	16
Total.....	2,583	4,747,117	1,126,400	5,873,517	280,683	461,346.38	16.17

¹ Free delivery established during year.

No. 14.—Number of registered letters and parcels transmitted through the mails from

States and Territories.	Six months ending Dec. 31, 1900.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	129,566	13,641	1,453	185	19,697
Alaska.....	10,442	1,273	977	90	1,179
Arizona.....	25,578	5,151	2,181	263	2,754
Arkansas.....	111,123	9,666	736	103	16,529
California.....	173,431	72,645	39,927	8,584	41,376
Colorado.....	86,789	22,207	8,245	1,724	12,023
Connecticut.....	115,064	18,849	16,851	960	171,122
Delaware.....	15,995	1,284	684	68	1,470
District of Columbia.....	89,961	11,188	2,823	1,128	433,027
Florida.....	78,362	10,014	5,260	405	11,584
Georgia.....	143,707	15,732	2,038	618	19,894
Idaho.....	49,809	7,355	1,599	171	5,222
Illinois.....	363,268	224,251	47,180	10,830	68,814
Indiana.....	185,732	23,209	4,647	1,120	27,560
Indian Territory.....	46,265	2,345	635	96	5,890
Iowa.....	160,636	26,832	4,708	705	24,998
Kansas.....	100,527	17,404	2,427	436	21,489
Kentucky.....	165,803	16,873	1,823	380	14,207
Louisiana.....	144,717	14,022	8,494	999	15,446
Maine.....	113,277	11,130	8,430	514	12,068
Maryland.....	119,831	6,772	4,903	921	10,664
Massachusetts.....	312,654	55,350	71,260	5,895	31,685
Michigan.....	168,055	33,465	18,941	2,844	29,960
Minnesota.....	105,824	20,603	10,697	887	19,372
Mississippi.....	104,917	8,438	483	132	13,048
Missouri.....	217,618	61,146	8,128	2,362	55,902
Montana.....	52,098	9,650	6,162	382	4,793
Nebraska.....	53,849	12,801	3,109	337	12,349
Nevada.....	13,918	2,198	1,189	65	1,820
New Hampshire.....	53,705	3,284	5,293	192	5,249
New Jersey.....	179,762	19,322	33,620	2,108	13,051
New Mexico.....	22,285	3,886	657	77	2,778
New York.....	910,462	221,831	232,892	46,770	105,151
North Carolina.....	111,782	11,068	403	50	12,290
North Dakota.....	84,155	3,420	2,810	138	5,619
Ohio.....	248,647	38,418	18,302	2,508	51,470
Oklahoma Territory.....	50,821	3,955	306	60	5,958
Oregon.....	55,472	13,903	4,791	319	9,737
Pennsylvania.....	551,064	51,713	88,429	6,885	70,010
Rhode Island.....	48,984	12,671	10,394	782	2,697
South Carolina.....	63,393	5,024	894	70	9,476
South Dakota.....	36,272	4,298	1,806	221	7,731
Tennessee.....	123,511	14,143	1,159	281	11,327
Texas.....	171,503	24,004	7,914	1,734	36,230
Utah.....	30,222	6,428	1,833	282	3,569
Vermont.....	38,434	4,496	3,706	59	4,313
Virginia.....	156,465	12,256	1,666	206	12,265
Washington.....	79,524	18,255	9,270	1,666	13,193
West Virginia.....	124,555	5,770	1,594	69	10,054
Wisconsin.....	114,612	17,961	7,517	1,294	21,573
Wyoming.....	25,722	3,749	1,131	145	2,406
Hawaiian Islands.....	10,731	2,366	4,446	199	1,885
Porto Rico.....	13,829	2,965	4,364	204	2,854
Samoa.....					
Total.....	6,674,298	1,240,680	727,910	108,883	1,521,798

a Decrease.

each State and Territory in the United States during the fiscal year ending June 30, 1901.

Six months ending June 30, 1901.					Total.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
136,700	11,869	1,464	124	18,282	266,266	25,510	2,917	309	87,969
8,084	1,079	1,177	151	579	18,476	2,352	2,154	241	1,758
24,569	4,346	2,207	123	2,789	50,447	9,497	4,388	386	6,543
118,448	8,424	790	96	16,872	229,571	18,080	1,525	198	38,401
177,908	58,886	41,891	7,127	40,989	851,834	181,531	81,318	15,661	82,365
79,011	14,582	7,187	1,278	11,869	165,750	36,789	15,432	3,002	23,892
114,417	16,998	15,606	827	168,712	229,471	35,847	31,556	1,807	339,834
15,725	973	613	127	1,293	81,720	2,257	1,297	196	2,768
47,146	9,730	3,506	1,507	554,561	87,107	20,918	6,336	2,635	987,588
79,354	8,962	2,962	252	10,824	152,656	18,976	6,222	657	22,356
148,636	12,348	1,638	155	19,411	292,348	28,100	3,676	773	39,306
41,774	5,321	1,399	115	4,976	91,068	12,677	2,998	286	10,198
364,735	155,384	46,621	10,082	64,743	738,008	379,586	98,781	20,862	128,557
163,902	16,899	4,243	712	25,024	349,634	40,108	8,890	1,832	52,584
44,064	2,310	708	38	5,342	90,329	4,655	1,338	129	11,232
145,407	22,859	4,014	349	24,399	306,043	49,691	8,720	1,064	49,397
84,667	12,706	2,511	809	19,887	185,194	30,110	4,938	745	41,326
153,618	14,599	1,608	836	15,099	319,421	81,472	3,431	716	29,306
147,360	13,424	8,180	940	15,361	292,077	27,446	16,674	1,989	80,807
116,475	7,692	7,537	228	10,547	234,752	18,822	16,017	742	22,636
130,992	5,438	4,806	831	12,232	250,823	12,210	9,799	1,752	22,896
329,390	42,545	66,422	5,117	30,196	642,044	97,896	137,682	11,012	61,881
179,116	28,118	18,928	1,882	30,820	347,171	61,583	37,869	4,226	60,780
115,320	16,975	11,384	859	18,847	221,144	37,678	22,061	1,746	38,219
120,419	8,039	856	86	12,815	225,336	16,477	1,339	218	25,863
244,690	51,062	8,041	2,511	72,981	462,308	112,198	16,169	4,873	128,888
49,197	5,539	5,645	166	4,271	101,295	15,189	11,807	548	9,064
58,271	9,749	3,084	345	12,186	112,120	22,550	6,193	682	24,535
14,130	1,777	1,099	35	1,661	28,048	3,975	2,288	100	8,481
54,911	2,516	5,080	120	5,165	108,616	5,800	10,378	312	10,414
180,011	12,318	83,612	1,827	12,419	359,773	31,640	67,232	3,935	25,470
24,509	3,042	690	74	2,644	46,744	6,928	1,347	151	5,422
965,318	220,609	227,122	56,100	133,281	1,895,770	442,440	460,014	102,870	238,432
124,416	9,164	372	117	12,097	236,198	20,222	775	167	24,387
35,255	2,497	2,586	71	5,090	69,410	5,917	5,396	204	10,709
285,138	32,998	18,229	2,720	52,959	533,788	71,416	36,531	5,223	104,429
56,948	3,253	303	22	5,865	107,769	7,208	609	82	11,323
56,183	10,984	3,881	280	8,849	111,655	24,837	8,672	599	18,586
639,555	48,841	87,359	8,376	74,306	1,190,619	100,554	175,788	15,261	144,316
49,218	12,266	9,815	732	8,532	98,162	24,937	20,209	1,514	6,049
64,034	4,984	887	66	7,658	127,427	10,008	781	136	17,134
84,253	3,246	1,702	149	6,938	70,525	7,544	3,508	870	14,669
141,947	9,606	1,299	280	11,525	265,458	23,749	2,458	541	22,853
188,080	20,668	7,178	2,291	38,986	859,533	44,667	15,092	4,025	70,166
33,935	4,198	1,708	172	8,379	64,157	10,626	3,536	464	6,948
87,729	3,427	3,539	82	4,184	76,163	7,922	7,245	141	8,497
176,675	8,523	1,787	243	14,106	333,140	20,779	3,453	449	26,371
81,259	11,960	431	602	11,960	160,733	30,215	17,700	2,168	25,153
144,616	4,353	84	123	10,330	269,171	10,123	3,446	192	20,384
126,928	14,408	1,634	1,634	22,206	82,364	15,354	2,928	43,779	4,604
23,727	2,815	1,066	37	2,198	49,449	6,564	2,327	182	3,458
11,521	2,716	4,606	258	1,568	22,252	5,082	9,052	457	5,257
17,206	2,371	3,853	277	2,408	31,035	5,336	8,217	481	8
69	11	82	9	8	69	11	32	9	2
7,021,861	1,020,287	710,065	113,294	1,675,425	13,696,159	2,260,967	1,437,975	222,177	3,197,228

No. 14.—Number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the fiscal year ending June 30, 1901—Cont'd.

States and Territories.	Grand total of letters and parcels registered for year ending June 30, 1901.	Fees received.	Increase.			
			Letters and parcels.	Fees.	Per cent.	
					Letters and parcels.	Fees.
Alabama.....	332,961	\$23,000.16	61,723	\$4,703.68	22.75	24.89
Alaska.....	24,981	1,857.84	9,545	710.32	61.83	61.90
Arizona.....	70,261	5,177.44	3,060	301.92	4.55	6.19
Arkansas.....	282,775	19,949.92	40,248	3,172.88	12.47	18.91
California.....	662,209	46,387.52	125,456	9,180.88	23.60	24.67
Colorado.....	244,865	17,677.84	30,708	2,396.40	14.33	15.68
Connecticut.....	638,515	23,894.48	83,675	1,700.72	5.56	7.66
Delaware.....	88,232	2,837.52	4,425	376.24	18.06	15.28
District of Columbia.....	1,104,583	9,359.60	171,648	1,626.64	18.39	21.08
Florida.....	200,869	14,280.88	27,629	2,214.08	15.94	18.34
Georgia.....	364,197	25,991.36	66,376	5,326.88	22.28	26.77
Idaho.....	117,242	8,563.62	13,962	1,133.36	18.50	15.25
Illinois.....	1,355,788	98,178.48	189,574	11,552.80	11.47	13.33
Indiana.....	453,048	32,037.12	42,620	4,144.24	10.38	14.85
Indian Territory.....	107,683	7,716.06	26,220	2,120.08	32.18	37.88
Iowa.....	414,905	29,240.64	53,644	5,076.56	14.84	21.00
Kansas.....	262,313	17,678.96	25,654	2,676.96	10.79	17.84
Kentucky.....	384,346	28,403.20	82,451	7,221.44	27.31	34.09
Louisiana.....	368,943	27,050.88	46,597	3,933.68	14.45	17.01
Maine.....	292,968	21,626.64	45,658	3,403.20	18.46	18.67
Maryland.....	297,480	21,966.72	44,469	3,116.96	17.57	16.53
Massachusetts.....	960,514	71,090.64	102,406	8,055.60	12.07	12.77
Michigan.....	511,629	36,067.92	47,783	3,700.48	10.30	11.48
Minnesota.....	320,768	22,608.92	22,547	2,269.04	7.56	11.15
Mississippi.....	269,233	19,469.60	30,094	2,512.64	12.58	14.81
Missouri.....	724,431	47,643.84	100,172	6,132.88	16.04	14.82
Montana.....	137,903	10,307.12	11,706	887.36	9.27	9.42
Nebraska.....	166,080	11,323.60	8,236	154.08	1.98	1.37
Nevada.....	37,892	2,752.88	2,101	160.72	5.87	6.20
New Hampshire.....	135,516	10,008.08	12,973	1,059.84	10.68	11.84
New Jersey.....	488,050	37,006.40	69,361	5,580.96	16.56	17.75
New Mexico.....	60,592	4,413.60	7,184	539.52	18.45	13.90
New York.....	3,189,526	232,087.52	314,077	24,011.20	11.11	11.58
North Carolina.....	281,749	20,598.96	20,252	1,660.40	7.74	8.71
North Dakota.....	91,636	6,474.16	11,176	5.76	11.26	11.92
Ohio.....	751,384	51,756.40	66,254	5,515.28	9.67	10.82
Oklahoma Territory.....	126,991	9,258.44	27,561	2,148.48	27.73	30.23
Oregon.....	164,349	11,681.04	8,654	664.40	5.55	6.04
Pennsylvania.....	1,625,538	118,577.76	162,642	13,376.56	11.11	12.71
Rhode Island.....	150,861	11,584.96	19,850	1,472.88	15.16	14.56
South Carolina.....	165,486	11,068.16	14,287	986.88	10.11	9.92
South Dakota.....	96,616	6,556.76	9,912	462.80	4.21	7.59
Tennessee.....	315,069	23,376.48	25,760	2,232.88	8.32	10.56
Texas.....	493,483	33,385.36	81,670	6,815.60	19.83	22.92
Utah.....	85,721	6,301.84	3,856	377.52	4.71	6.37
Vermont.....	99,968	7,317.68	4,731	58.84	1.74	1.74
Virginia.....	334,192	23,625.68	8,688	1,274.00	2.30	4.65
Washington.....	226,019	16,869.28	17,969	1,334.56	8.24	8.59
West Virginia.....	303,310	22,634.08	31,750	2,527.52	11.69	12.67
Wisconsin.....	335,965	23,374.88	8,191	998.16	2.49	4.41
Wyoming.....	63,126	4,681.76	6,702	547.86	11.87	13.23
Hawaiian Islands.....	40,296	2,947.44	35,258	2,801.92	1,877.23	1,925.45
Porto Rico.....	50,326	3,606.52	27,524	2,014.64	120.70	126.63
Samoa.....	129	9.68				
Total.....	20,814,501	1,409,382.24	2,591,952	177,947.36	12.96	14.45

a Decrease.

RECAPITULATION.

Total domestic letters.....	13,696,159	
Total domestic parcels.....	2,260,967	
Total foreign letters.....	1,437,975	15,967,126
Total foreign parcels.....	222,177	
Free.....		1,680,152
		3,197,223
Grand total.....		20,814,501
Fees received.....		\$1,409,382.24

No. 15.—Statements showing the operations of the registry system at the 30 cities of the country during the largest registry business during the fiscal year ending June 30, 1901, and the increase in registry fees collected thereat as compared with the previous year.

Cities.	Letters registered with fee prepaid.	Parcels registered with fee prepaid.	Registered letters received for delivery.	Registered letters received for delivery.	Registered letters and parcels received for distribution.	Registered packages received in transit.	Registered packages made up and dispatched.	Through registered pouches and inner sacks made up and dispatched.	Through registered pouches and inner sacks in transit.	Official letters and parcels registered free.	Total number of registered articles handled.	Total amount of registry fees collected.	Increase.	
	Free.	Per cent.											Free.	Per cent.
New York, N. Y.	1,356,778	356,179	1,649,170	1,649,170	1,649,170	1,649,170	883,446	72,778	10,497	111,846	9,642,170	\$137,086.16	\$14,947.68	12.24
Chicago, Ill.	451,997	296,564	1,068,257	1,068,257	1,068,257	1,068,257	651,104	98,254	4,788	63,597	5,276,901	59,084.08	8,019.28	5.33
Boston, Mass.	360,918	58,151	110,511	110,511	110,511	110,511	243,120	58,616	3,893	36,457	2,460,539	33,125.52	4,371.44	15.20
Philadelphia, Pa.	805,818	58,070	331,696	331,696	331,696	331,696	208,231	48,705	3,893	50,488	1,896,281	28,873.84	8,675.52	14.53
Brooklyn, N. Y.	138,652	90,168	151,395	151,395	151,395	151,395	268,528	82,768	7,800	21,141	2,077,159	16,305.60	2,083.84	4.95
St. Louis, Mo.	131,767	78,826	148,461	148,461	148,461	148,461	209,658	16,158	1,835	86,929	1,799,732	15,198.32	2,051.12	18.12
San Francisco, Cal.	126,626	75,954	216,004	216,004	216,004	216,004	209,658	16,158	1,835	19,029	1,799,732	15,198.32	2,051.12	14.49
Baltimore, Md.	116,859	7,692	149,686	149,686	149,686	149,686	97,220	13,260	1,442	97,117	8,869,457	9,294.08	1,739.80	28.02
Washington, D. C.	92,766	23,415	307,881	307,881	307,881	307,881	1,045,792	42,250	1,442	30,092	1,090,969	9,294.08	1,739.80	23.40
Pittsburg, Pa.	107,584	8,177	117,585	117,585	117,585	117,585	74,164	17,835	4,677	30,092	1,090,969	9,294.08	1,739.80	22.50
Cleveland, Ohio	72,839	10,741	189,978	189,978	189,978	189,978	58,610	21,842	3,519	5,179	671,780	6,675.92	577.44	9.46
Cincinnati, Ohio	72,839	10,741	189,978	189,978	189,978	189,978	58,610	21,842	3,519	5,179	671,780	6,675.92	577.44	9.46
New Orleans, La.	58,984	23,150	114,840	114,840	114,840	114,840	73,473	18,585	1,247	1,490	330,297	6,593.36	1,183.84	22.21
Providence, R. I.	58,984	23,150	114,840	114,840	114,840	114,840	73,473	18,585	1,247	1,490	330,297	6,593.36	1,183.84	22.21
Buffalo, N. Y.	71,177	24,711	123,688	123,688	123,688	123,688	66,084	16,046	1,854	4,635	622,713	6,115.56	1,044.40	20.58
Detroit, Mich.	65,167	7,660	124,678	124,678	124,678	124,678	66,084	16,046	1,854	4,635	622,713	6,115.56	1,044.40	20.58
Newark, N. J.	65,167	7,660	124,678	124,678	124,678	124,678	66,084	16,046	1,854	4,635	622,713	6,115.56	1,044.40	20.58
Denver, Colo.	42,914	13,355	68,204	68,204	68,204	68,204	46,689	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Des Moines, Iowa	49,317	7,016	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Minneapolis, Minn.	39,311	14,827	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Los Angeles, Cal.	39,311	14,827	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Kansas City, Mo.	39,311	14,827	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Seattle, Wash.	39,311	14,827	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
New Haven, Conn.	39,311	14,827	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Milwaukee, Wis.	39,311	14,827	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Harford, Conn.	39,311	14,827	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Louisville, Ky.	39,311	14,827	79,474	79,474	79,474	79,474	49,775	10,968	8	2,224	486,443	4,501.52	984.40	19.77
Rochester, N. Y.	29,714	11,492	86,904	86,904	86,904	86,904	27,142	13,666	1,764	2,296	388,089	8,319.76	502.24	17.45
Portland, Oregon	25,353	12,594	51,907	51,907	51,907	51,907	20,265	9,102	1,735	2,296	388,089	8,319.76	502.24	17.45
Jersey City, N. J.	31,850	5,629	1,065	1,065	1,065	1,065	30,265	2,499	1,285	2,060	137,106	2,996.32	983.04	47.31
Total.....	4,169,788	1,272,513	7,982,057	7,982,057	7,982,057	7,982,057	4,868,659	669,781	60,951	1,456,476	39,043,754	435,388.68	51,167.52	13.31

a Includes third and fourth class parcels.

No. 16.—*Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1901, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postal funds received at post-office depositories		\$4,111,569.49
Postage stamps from the Washington agency	269,370	82,734,513.16
Stamped envelopes and newspaper wrappers from the agency at Hartford and the sub-agency at St. Louis	337,671	14,336,139.86
Postal cards from the agency at Piedmont, W. Va., and the sub-agencies at Cincinnati, St. Louis, Troy, and Washington	112,335	4,080,586.87
Surplus money-order funds remitted for deposit by registered mail		246,022,894.19
Total for the Post-Office Department.....	719,376	351,285,703.06
Secretary of the Treasury received.....	7,953	139,943,587.82
Secretary of the Treasury sent.....	2,671	8,567,705.75
Register of the Treasury received	6,084	89,953,886.00
Register of the Treasury sent.....	9,179	180,137,516.00
Commissioner of Internal Revenue received	6,504	25,333,732.82
Commissioner of Internal Revenue sent.....	84,214	319,660,801.54
Comptroller of the Currency received	1,043	37,358,865.00
Comptroller of the Currency sent.....	886	16,322,001.00
Auditor for the Post-Office Department received	5,512	16,217.79
Auditor for the Post-Office Department sent.....	290	8,563.13
Treasurer United States received.....	23,327	13,901,996.02
Treasurer United States sent.....	13,527	8,673,674.80
Assistant Treasurer of the United States received	76,016	11,173,176.17
Assistant Treasurer of the United States sent	27,845	600,651,923.35
Total for the Treasury Department.....	264,601	1,446,838,647.19
Aggregate.....	983,977	1,798,124,350.25

No. 17.—*Copy of proposal of the Plimpton Manufacturing Company and the Morgan Envelope Company, of Hartford, Conn., for furnishing wooden cases to facilitate shipment of stamped envelopes and newspaper wrappers to the newly established stamped envelope sub-agency at St. Louis, Mo., and the order of acceptance of this proposal by the Postmaster-General.*

HARTFORD, March 4, 1901.

SIR: The Plimpton Manufacturing Company and the Morgan Envelope Company propose to furnish the Post-Office Department of the United States with large wooden cases, and to pack therein, for shipment by freight to the newly established stamped envelope subagency at St. Louis, Mo., all the ordinary stamped envelopes and newspaper wrappers put up in pasteboard boxes and wrapped in paper for mailing to postmasters from the said subagency, at the price of sixty-five (65) cents per case; the said cases to contain 15,000 of the Nos. 7, 8, and 9 sizes, or 30,000 of all the other sizes of envelopes issued under the present contract, and to be of sufficiently strong material and construction to withstand handling and shipping by freight and to protect the pasteboard boxes of envelopes packed therein from being crushed or otherwise damaged in transit.

THE PLIMPTON MANUFACTURING COMPANY
and

THE MORGAN ENVELOPE COMPANY,
By M. S. CHAPMAN, Attorney.

THE POSTMASTER-GENERAL OF THE UNITED STATES.

ORDER No. 300.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., March 8, 1901.

Ordered, That the offer in writing, dated at Hartford, Conn., March 4, 1901, by The Plimpton Manufacturing Company and Morgan Envelope Company—to furnish wooden cases, and to pack therein for shipment by freight from the manufactory at Hartford, Conn., to the stamped envelope subagency at Saint Louis, Mo., established

by the Postmaster-General's order No. 218, of February 14, 1901, all the ordinary stamped envelopes and newspaper wrappers put up in pasteboard boxes and wrapped in paper for mailing to postmasters from the said subagency, at the price of sixty-five cents (65c) per case—be and the same is hereby accepted, under the provisions of section 3709, Revised Statutes, relating to the authority of any Department of the Government, in cases of public exigency, to procure supplies by open purchase or contract, which said exigency arises by reason of the fact that the existing contract for the furnishing of stamped envelopes and newspaper wrappers does not provide for the furnishing of wooden cases for the packing of pasteboard boxes of envelopes and newspaper wrappers which are wrapped in paper for mailing, and such wooden cases are necessary for the protection of envelopes and wrappers supplied by freight to the said Saint Louis subagency.

This acceptance of the said offer of The Plimpton Manufacturing Company and Morgan Envelope Company shall apply to all ordinary stamped envelopes and newspaper wrappers furnished as aforesaid by The Plimpton Manufacturing Company and Morgan Envelope Company to the Saint Louis subagency during the existence of the present contract for the furnishing of envelopes and wrappers, which expires by limitation December 31, 1902.

CH. EMORY SMITH, *Postmaster-General*.

No. 18.—*Copy of contract for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning October 1, 1901.*

This contract, made this 30th day of September, 1901, and executed in quadruplicate between the United States of America, acting by Charles Emory Smith, Postmaster-General, of the first part, and the Hartford Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by Linus B. Plimpton, prest., as principal, and Linus B. Plimpton, of Hartford, Conn., and Maro S. Chapman, of Hartford, Conn., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 26th day of June, 1901, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered-package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the year beginning on the 1st day of October, 1901, a printed copy of which advertisement, with the specifications therein referred to, is annexed and made a part hereof, as follows:

"PROPOSALS FOR FURNISHING REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

"ADVERTISEMENT.

"POST-OFFICE DEPARTMENT,

"Washington, D. C., June 26, 1901.

"Sealed proposals are invited and will be received at this Department until 12 m., on Thursday, the 1st of August, 1901, for furnishing such registered-package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the 1st day of October, 1901.

"Blank forms of proposal with full specifications and samples of the envelopes will be furnished upon application to the Third Assistant Postmaster-General.

"CH. EMORY SMITH, *Postmaster-General*.

"Specifications for furnishing registered-package, tag, official, and dead-letter envelopes.

"SIZES OF ENVELOPES.

"The sizes of the envelopes referred to in the foregoing advertisement are as follows:

1. $3\frac{1}{2}$ by $5\frac{1}{2}$ inches.
2. $3\frac{1}{2}$ by $6\frac{1}{2}$ inches.
3. $3\frac{1}{2}$ by $8\frac{1}{2}$ inches.
4. $4\frac{1}{2}$ by $7\frac{1}{2}$ inches.
5. $4\frac{1}{2}$ by $9\frac{1}{2}$ inches.
6. $4\frac{1}{2}$ by $9\frac{3}{4}$ inches.
7. 5 by $10\frac{1}{2}$ inches (for official use).
7. 5 by $10\frac{1}{2}$ inches (for registered packages).
8. $6\frac{1}{2}$ by $11\frac{1}{2}$ inches (for large registered packages).
9. $3\frac{1}{2}$ by $5\frac{1}{2}$ inches (tag envelopes).
10. $5\frac{1}{2}$ by $7\frac{1}{2}$ inches.
11. 6 by 9 inches.
12. $6\frac{1}{2}$ by $10\frac{1}{2}$ inches.
13. $7\frac{1}{2}$ by 10 inches.
14. $7\frac{1}{2}$ by 11 inches.
15. $9\frac{1}{2}$ by $14\frac{1}{2}$ inches.
16. 12 by 15 inches.

"Sizes may be slightly larger than called for above, but no smaller.

"COMPOSITION AND QUALITY OF PAPER.

"The paper from which envelopes 1, 2, 3, and 4 are to be manufactured must be composed of 57 per cent selected jute stock, 19 per cent strong linen stock, 19 per cent sulphite spruce fiber, 5 per cent clay, and must weigh 38 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion.

"The above ingredients must be beaten in a beating engine for fifteen hours, then passed through a refining engine, and made on a 'Fourdrinier' machine.

"After the continuous web of paper is made it must be passed through a bath of gelatine sizing, and then carried over rolls, without tension, and dried by dry air without coming in contact at any time with hot rolls. The envelopes must be fully up to the standard of quality, color, and finish, as the samples submitted with this proposal, and must have a tensile strength of not less than 25 points, as shown by a Morrison strength indicator.

"The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, and 13 are manufactured must be composed in the proportion of 50 per cent of No. 1 manila rope, and 50 per cent of No. 1 unbleached Dexter sulphite, or a sulphite equally good (excluding all other material except the necessary chemicals), and must weigh 47 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. The paper must be rosin-sized in the engine, and must be well calendered and finished, with a tensile strength of at least 55 points as shown by a Morrison strength indicator. A portion of the No. 6 envelopes—probably not over 40,000 in all, but as many more or less as may be needed—must be made of dark-blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen included in the samples furnished to bidders. These blue envelopes are known as letter-bill envelopes, and are used in the transmission of foreign mails under the terms of the Postal Union Convention. They are to be furnished the same as other envelopes, as they may from time to time be called for.

"The paper from which the tag envelopes for registered packages (9) are to be manufactured must be composed of the same materials, in the same proportions, and subject to the same conditions as the pulp used in the manufacture of envelopes 5, 6, 7, 8, and 10 to 13, except that it must weigh 90 lbs. per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. It must be well calendered and finished, the same as the sample envelope furnished to bidders, and to be made a part of the contract.

"Proposals are also invited for furnishing envelopes, 7, 14, 15, and 16 from paper made after the same formula, and under the same conditions as for the tag envelope (No. 9), except that it shall weigh 80 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, instead of 90 pounds.

"These envelopes are intended mainly for use in the Post-Office Department. The number can not be accurately estimated, but their use will probably exceed 200,000 annually.

"The ingredients of the several papers must be washed and beaten and otherwise treated according to the most approved methods of the art of paper making, and the paper must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and must be the same in color as the samples furnished to bidders, and to be made a part of the contract.

"All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

"STYLE OF MANUFACTURE.

"All the envelopes must be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality and quantity of gum, free from offensive odor, as will secure perfect and permanent adhesion of the several flaps after sealing. The envelopes must be in all respects subject to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States the Government is to be made free of all liability for such infringement.

"PRINTING.

"All the envelopes must bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words 'Official Business,' and the penalty provided by law for their misuse. No separate order, however, will be made by the Department for less than 250 of the Nos. 1 and 2 sizes, or 100 of Nos. 3, 4, 5, 6, 10, 11, 12, 13, 14, 15, and 16.

"PACKING, ETC.

"The envelopes must be banded in parcels of twenty-five, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined western strawboards), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General.

"When sent direct to postmasters, each box shall contain not less than 250 nor more than 500 of envelopes 1 and 2, and not less than 100 nor more than 500 of envelopes 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16; provided, however, that when sent to postmasters no separate pasteboard box shall contain more than one kind of a designated envelope.

"All the envelopes must be furnished in such quantities as the Postmaster-General may direct.

"The boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 100 of any one size and style of printing.

"When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds, and 2,000 or more of the other kinds are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes 1, 2, 3, and 4, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be

placed on each package, all of which shall be done and furnished by the contractor without additional charge.

"The sizes designated as 1, 2, 3, 4, 5, 6, 7, 8, 9, and 13 are used mainly by postmasters, and envelopes 10, 11, 12, 14, 15, and 16 mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after they shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

"AGENT—OFFICE ROOMS—INSPECTION.

"An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government, including janitor's services; also a properly furnished room for the use of the post-office in mailing the envelopes, if that should be required by the Postmaster-General.

"The contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

"DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes on the first day of October, 1901, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or at a railway post-office, or at the Post-Office Department at Washington, D. C., in the discretion of the Postmaster-General; or deliveries may be required to be made at any of the places mentioned, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

"AWARD.

"The contract will be awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as shown by the issues in round numbers for the year ending May 31, 1901, as follows:

No. 1. 38 pounds.....	9,300,000	No. 9. 90 pounds.....	2,000,000
No. 2. 38 pounds.....	39,300,000	No. 10. 47 pounds.....	100,000
No. 3. 38 pounds.....	18,000,000	No. 11. 47 pounds.....	90,000
No. 4. 38 pounds.....	500,000	No. 12. 47 pounds.....	100,000
No. 5. 47 pounds.....	2,300,000	No. 13. 47 pounds.....	300,000
No. 6. 47 pounds.....	4,000,000	No. 7. 80 pounds(estimated) ..	34,000
No. 7. 47 pounds (official) ..	10,000	No. 14. 80 pounds(estimated) ..	25,000
No. 7. 47 pounds (R. P. E.) ..	15,000,000	No. 15. 80 pounds(estimated) ..	75,000
No. 8. 47 pounds.....	1,600,000	No. 16. 80 pounds(estimated) ..	10,000

"(Of the No. 6 envelopes it is supposed that about 40,000 will be of blue paper, and known as letter-bill envelopes.

"Bids must be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything to be done or furnished, as set forth in these specifications; and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid, respectively, and then aggregating the amounts of the several items.

"It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract.

"Preliminary to an award, the bidder may be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in the specifications, he may in his discretion decline to accept the bid without notice.

"The design of the two sizes of registered package envelopes—7 and 8—is patented; but the right to use it has been assigned, without limitation, to the United States. The contractor will, therefore, not be required to pay any royalty on envelopes manufactured according to this design.

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the names of the officers authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, or by a regularly incorporated guarantee company, and based upon a penalty of ten thousand dollars, that the bidder shall within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties, to be certified as hereinafter required, or with the surety of an incorporated guarantee company satisfactory to the Postmaster-General, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform,

and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or by the United States district attorney for the district, or by the postmaster of the city or town in which the bidder resides. And by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$40,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled and the contract let to the next lowest bidder under these specifications, and so on until the required contract is executed; and such next accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

"The contract may be required to be executed in quadruplicate.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract.

"The Postmaster-General also reserves the right, at any time he may deem proper during the contract term, to change the size and design of the No. 7 envelope (for registered packages) and of the No. 8 envelope (for large registered packages), and to require that new sizes and designs of these envelopes be furnished by the contractor at the contract prices for the No. 7. and No. 8 envelopes of the designs called for by these specifications, or at such prices as may be agreed upon by the Postmaster-General and the contractor.

"PAYMENTS.

"Payments for envelopes actually issued and delivered to postmasters will be made monthly, after proper examination and verification of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post Office Department. Accounts shall be kept and rendered in such manner and form as the Postmaster General may prescribe.

"Payments may be withheld by the Postmaster General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract shall not in any case be transferred or assigned.

"EXTENSION.

"Should the interest of the Government require it, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster General, and the prices and all conditions herein set forth shall govern in such extended contract.

"BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with samples attached, showing sizes, style of manufacture, and quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope "Proposals for Registered-Package, Tag, Official, and Dead-Letter Envelopes," and addressed to the Third Assistant Postmaster General, Washington, D.C.

"CH. EMORY SMITH,
Postmaster General.

"POST OFFICE DEPARTMENT,
"Washington, D.C., June 26, 1901."

And whereas, at 12 noon on the 1st day of August, 1901, the time and date set for the opening of the proposals in answer to said advertisement of June 26, 1901, there was but one proposal based on the issue, in round numbers, of envelopes for the year ending May 31, 1901, as follows:

The Hartford Manufacturing Company \$115,335.90

And whereas, the Postmaster-General, by an order dated the 9th day of August, 1901, awarded the contract for furnishing said envelopes to the said Hartford Manufacturing Company, which order is duly recorded in the official journal of the Post-Office Department, and numbered 988:

Now, therefore, in consideration of the premises and of the stipulations herein-after set forth, the said Hartford Manufacturing Company, contractor, and its sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in the manner following, to wit:

First. That the said contractor shall furnish and deliver promptly, and in such quantities as ordered, and subject to the approval of the Postmaster-General, all the registered package, tag, official, and dead-letter envelopes of the sizes and kinds described in the foregoing specifications that it may be called upon to furnish during the year beginning on the 1st day of October, 1901.

Second. That the paper for these several kinds of envelopes shall be made of the materials, in the manner, and according to the conditions following, that is to say:

The paper from which envelopes 1, 2, 3, and 4 are manufactured must be composed of 57 per cent selected jute stock, 19 per cent strong linen stock, 19 per cent sulphite spruce fiber, 5 per cent clay, and must weigh 38 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion.

The above ingredients must be beaten in a beating engine for fifteen hours, then passed through a refining engine and made on a "Fourdrinier" machine.

After the continuous web of paper is made it must be passed through a bath of gelatine sizing, and then carried over rolls without tension, and dried by dry air without coming in contact at any time with hot rolls. The envelopes must be fully up to the standard of quality, color, and finish, as the samples submitted with this proposal, and to be made a part of the contract, and must have a tensile strength of not less than 25 points as shown by the Morrison strength indicator.

The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, and 13 are manufactured must be composed in the proportion of 50 per cent of No. 1 manila rope and 50 per cent of No. 1 unbleached Dexter sulphite, or a sulphite equally good (excluding all other material except the necessary chemicals) and must weigh 47 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. The paper must be rosin-sized in the engine and must be well calendered and finished, with a tensile strength of at least 55 points, as shown by a Morrison strength indicator. A portion of the No. 6 envelopes, probably not over 40,000 in all, but as many more or less as may be needed, must be made of dark-blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen included in the samples furnished to bidders. These blue envelopes are known as letter-bill envelopes, and are used in the transmission of foreign mail under the terms of the postal-union convention. They are to be furnished the same as other envelopes as they may from time to time be called for.

The paper from which the tag envelopes for registered packages (9) are to be manufactured must be composed of the same materials, in the same proportion, and subject to the same conditions as the pulp used in the manufacture of envelopes 5, 6, 7, 8, and 10 to 13, except that it must weigh 90 lbs. per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. It must be well calendered and finished, the same as the sample envelopes furnished to bidders, and to be made a part of the contract.

The paper from which envelopes 14, 15, and 16, as well as such envelopes of size 7 as may be ordered, must be composed of the same material, in the same proportions, and subject to the same conditions as the pulp used in the manufacture of the tag envelope (9), except that it must weigh 80 lbs. per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. It must be well calendered and finished, the same as the sample furnished to bidders, and to be made a part of the contract. These envelopes are intended mainly for use in the Post-office Department.

All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

The Postmaster-General shall have the right to cause inspection to be made when and in such manner as he may desire it, of the process of manufacturing the paper in all of its several stages, and of stationing an agent for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed without cost to the Government.

Third. That the envelopes shall be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples, the joints to be well and securely fastened, and with such quality and quantity of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps are to be gummed with the same or other equally suitable material. The envelopes must be in all respects subject to the approval of the Postmaster-General or his duly authorized agent, and his right of objection shall be absolute and final.

Should the contractor in the performance of work under the contract make unauthorized use of any machinery or materials or other thing on which a patent has been granted by the United States, the Government is to be made free from all liability for such infringement.

Fourth. That the envelopes shall bear such printing as the Postmaster-General shall direct, and the registered-package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. No separate order, however, will be made by the Department for less than 250 of the Nos. 1 and 2 sizes, or 100 of Nos. 3, 4, 5, 6, 10, 11, 12, 13, 14, 15, and 16.

Fifth. That the envelopes shall be banded in parcels of 25, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western strawboard), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General, and, when intended to be sent direct to postmasters, each box shall contain not less than 250 nor more than 500 of envelopes 1 and 2, and not less than 100 nor more than 500 of envelopes 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16: *Provided*, however, that when sent to postmasters no separate pasteboard box shall contain more than one kind of a designated envelope.

All envelopes must be furnished in such quantities as the Postmaster-General may direct.

The boxes, when sent in lots not requiring wooden cases, must be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 100 of any one size and style of printing.

When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds, and 2,000 or more of the other kinds, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes 1, 2, 3, and 4, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

The sizes designated as 1, 2, 3, 4, 5, 6, 7, 8, 9, and 13 are used mainly by postmasters, and envelopes 10, 11, 12, 14, 15, and 16, mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

Sixth. That the contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department; and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

Seventh. That the contractor shall be ready to commence the delivery of envelopes on the 1st day of October, 1901, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill all the orders of the Department; that the envelopes, after being inspected and prepared for mailing under the direction of the agent of the Department, shall be delivered, in separate packages, as above provided for, at the post-office or at the agency at the place of manufacture, or at the nearest large post-office adjacent thereto with adequate facilities for handling and mailing them, or into a railway post-office, or at the Post-Office Department at Washington, as may be directed by the Postmaster-General; or the Postmaster-General may elect to have delivery made at any of the places mentioned, and also at the Post-Office Department at Washington.

Eighth. That this contract shall not be transferred or assigned.

Ninth. That accounts of the envelopes furnished and delivered shall be kept and rendered in such a manner as the Postmaster-General shall prescribe.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the Hartford Manufacturing Company for envelopes delivered and accepted in pursuance of this contract, and subject to all its conditions, at the following rates specified in their proposal, namely:

For No. 1, size 3 $\frac{1}{2}$ by 5 $\frac{1}{2}$ inches, 38 pounds, fifty-six cents a thousand.

For No. 2, size 3 $\frac{1}{2}$ by 6 $\frac{1}{2}$ inches, 38 pounds, sixty-seven cents a thousand.

For No. 3, size 3 $\frac{1}{2}$ by 8 $\frac{1}{2}$ inches, 38 pounds, one dollar and seven cents a thousand.

For No. 4, size 4 $\frac{1}{2}$ by 7 $\frac{1}{2}$ inches, 38 pounds, one dollar and fifty cents a thousand.

For No. 5, size 4 $\frac{1}{2}$ by 9 $\frac{1}{2}$ inches, 47 pounds, one dollar and thirty cents a thousand.

For No. 6, size 4 $\frac{1}{2}$ by 9 $\frac{1}{2}$ inches, 47 pounds, one dollar and fifty-five cents a thousand.

For No. 7, size 5 by 10 $\frac{1}{2}$ inches, 47 pounds (official), two dollars and eighty cents a thousand.

For No. 7, size 5 by 10 $\frac{1}{2}$ inches, 47 pounds, (registered-package envelope), two dollars and eighty cents a thousand.

For No. 8, size 6 $\frac{1}{2}$ by 11 $\frac{1}{2}$, 47 pounds, four dollars and twenty-five cents a thousand.

For No. 9, size 3 $\frac{1}{2}$ by 5 $\frac{1}{2}$ inches, 90 pounds (registered-package tag envelope), one dollar and sixty cents a thousand.

For No. 10, size 5 $\frac{1}{2}$ by 7 $\frac{1}{2}$ inches, 47 pounds, one dollar and ninety-five cents a thousand.

For No. 11, size 6 by 9 inches, 47 pounds, two dollars and eighty cents a thousand.

For No. 12, size 6 $\frac{1}{2}$ by 10 $\frac{1}{2}$ inches, 47 pounds, three dollars and thirty cents a thousand.

For No. 13, size 7 $\frac{1}{2}$ by 10 inches, 47 pounds, three dollars and thirty-five cents a thousand.

For No. 7, size 5 by 10 $\frac{1}{2}$ inches, 80 pounds (official), three dollars and fifty-five cents a thousand.

For No. 14, size 7 $\frac{1}{2}$ by 11 inches, 80 pounds, four dollars and fifty cents a thousand.

For No. 15, size 9 $\frac{1}{2}$ by 14 $\frac{1}{2}$ inches, 80 pounds, six dollars and thirty cents a thousand.

For No. 16, size 12 by 15 inches, 80 pounds, eight dollars and twelve cents a thousand.

Second. That said prices shall be full compensation for everything required to be done and furnished as herein set forth, payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

Third. That the contractor shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties:

1st. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of envelopes, and he shall at all times have full and free access to the apartments where they, or anything entering into their construction, are manufactured and stored, for the purpose of inspecting the same; that such agent

and his clerks shall be provided by the contractor with suitable and properly furnished rooms, connected with the premises on which the envelopes are made, for the transaction of the business of the agency without cost to the Government; also with a properly furnished room for the use of the post-office in mailing the envelopes, if that should be required by the Postmaster-General, and that the contractor, its employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

2d. That the Postmaster-General reserves the right to impose a fine upon the contractor in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

3d. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix a price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

4th. That on failure to promptly furnish any of the envelopes specified in this contract, the Postmaster-General reserves the right to purchase them in open market, and if a greater price be paid than is herein prescribed for like articles, the difference shall be charged to the contractor; and if there shall be a failure to furnish any of the envelopes within a reasonable time after they shall have been ordered, it may be regarded by the Postmaster-General as a sufficient cause for the annulment of this contract.

5th. That if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

6th. That in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of this contract on the part of said contractor to be performed as herein set forth, the said contractor and its sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, which full and absolute sum the said contractor and its sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States.

7th. That, in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul the contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition, or attempt at imposition, upon the Department of envelopes inferior to those required by the contract. The right is also reserved by the Postmaster-General to withhold payments if it shall appear to his satisfaction that the contract has not been complied with in any particular.

8th. That, should the interest of the Government require, this contract may be extended beyond the time herein named, not exceeding three months, by order of the Postmaster-General, and the contract prices, and all conditions herein set forth shall govern in such extended contract.

9th. That the Postmaster-General shall have the right to cause inspection to be made when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent for the purpose of inspection at the mill or mills where the paper is made, in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill, without charge, and give him every needed facility for carrying out his duties.

10th. That the Department shall, after a satisfactory inspection, accept and pay for at the regular contract prices the stock of envelopes that may remain on hand at the close of the contract term, and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to the conditions of the contract, but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor.

11th. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States, and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the speci-

cations hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves and each of them, their successors in office, and the officers and agents of said corporation, and their and his heirs, executors, and administrators.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporation affixing its corporate seal—and as of the day hereinbefore written.

[SEAL OF POST-OFFICE DEPARTMENT.]

CH. EMOY SMITH,
Postmaster-General.

Attest:
EDWIN C. MADDEN,
Third Assistant Postmaster-General.

[SEAL OF COMPANY.]

THE HARTFORD MANUFACTURING COMPANY,
By LINUS B. PLIMPTON, *Presd.*

Attest:
WALTER S. BROWN.

(Surety) LINUS B. PLIMPTON. [SEAL.]

Attest:
WALTER S. BROWN.

(Surety) MARO S. CHAPMAN. [SEAL.]

Attest:
G. L. HUGENTOBLER.

STATE OF CONNECTICUT,
County of Hartford, ss:

Linus B. Plimpton, one of the sureties in the foregoing contract of the Hartford Manufacturing Company, being by me duly sworn, upon oath says he is a resident and freeholder of the State of Connecticut, and says he is worth the sum of forty thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

LINUS B. PLIMPTON.

Subscribed and sworn to before me this 30th day of September, one thousand nine hundred and one, and by me approved.

N. SHIPMAN, *Circuit Judge.*

I certify that, to the best of my knowledge and belief, Linus B. Plimpton, one of the sureties in the foregoing contract between the United States of America and the Hartford Manufacturing Company, of Hartford, Conn., for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning October 1st, 1901, is worth the sum of forty thousand dollars over and above all his debts and liabilities and encumbrances whatever.

E. B. BENNETT,
Postmaster at Hartford, Ct.

STATE OF CONNECTICUT,
County of Hartford, ss:

Maro S. Chapman, one of the sureties in the foregoing contract of the Hartford Manufacturing Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

MARO S. CHAPMAN.

Subscribed and sworn to before me this 30th day of September, one thousand nine hundred and one, and by me approved.

N. SHIPMAN, *Circuit Judge.*

I certify that, to the best of my knowledge and belief, Maro S. Chapman, one of the sureties in the foregoing contract between the United States of America and the Hartford Manufacturing Company, of Hartford, Conn., for furnishing registered package, tag, official, and dead-letter envelopes during the year beginning October 1st 1901, is worth the sum of forty thousand dollars over and above all his debts and liabilities and encumbrances whatever.

E. B. BENNETT,
Postmaster at Hartford, Ct.

No. 19.—*Copy of contract for furnishing postal cards during the four years beginning December 1, 1901.*

This contract, made this 17th day of October, A. D. one thousand nine hundred and one, and executed in duplicate, between the United States of America, acting by Charles Emory Smith, Postmaster-General, of the first part, and

Albert Daggett, of Washington, D. C., as principal, and the Fidelity and Deposit Company of Maryland, a corporation of Maryland, of Baltimore, Maryland, as surety, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, dated July 20, 1901, to be published in certain newspapers in the United States, inviting proposals for furnishing all the postal cards that the Department might call for during a period of four years, beginning December 1, 1901, a printed copy of which advertisement, together with the specifications therein referred to, is hereto annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING POSTAL CARDS.

"ADVERTISEMENT.

"POST-OFFICE DEPARTMENT,
"Washington, D. C., July 20, 1901.

"Sealed proposals will be received at this Department until 12 m. on Monday, the 26th day of August, 1901, for furnishing all the postal cards which the Department may call for during a period of four years beginning December 1, 1901.

"Blank forms of bids, with samples of the Department's standard of paper and full specifications, will be furnished upon application to the Third Assistant Postmaster-General, Washington, D. C.

"CH. EMORY SMITH, *Postmaster-General.*

"SPECIFICATIONS.—FURNISHING POSTAL CARDS.

"SIZES AND STYLES.

"Bids are invited for cards of paper to be made according to the present contract standard, samples of which may be obtained from the Department, of the following sizes and weights:

"1. Single cards, large size, measuring $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, and weighing 6 pounds 3 ounces a thousand cards. (Of this size there will be two designs, one for use in the domestic mails and the other for international mails.)

"2. Double or reply cards, measuring $5\frac{1}{2}$ by $6\frac{1}{2}$ inches, and weighing 12 pounds 6 ounces a thousand cards. (Of this size there will also be two designs, a domestic and a foreign one.)

"3. Single cards, small size, measuring $2\frac{1}{4}$ by $4\frac{1}{4}$ inches, and weighing 5 pounds a thousand cards.

"COLOR AND QUALITY OF PAPER, ETC.

"The paper must be made of 69 per cent of sulphite-bleached spruce fiber, of 22 per cent of soda-chemical poplar fiber, bleached, and of 9 per cent of agalite or its equivalent. It must be clean and free from imperfections, run and calendered to a uniform thickness and weight, finished on both sides suitable for writing with ink and pencil, and the same in color, quality, sizing, and finish as the standard. It must be not less than 165 points bulk thickness and 50 points tensile strength by Morrison's thickness gauge and strength indicator.

"Postal-card paper that has been printed, soiled, or rejected must not be made over into postal-card paper.

"In no case must there be a water finish to the paper.

"The right is reserved to the Postmaster-General to change the color of the paper of either of the cards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to require the manufacture of cards of other dimensions and weights in lieu of or in addition to those herein specified at any time during the contract term, upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper

in use at the time of the change. All the paper furnished or used shall be subject, both before and after being printed, to the supervision and approval of the Postmaster-General or his duly authorized agent. The amount of difference in cost involved by changes in the color, weight of the paper, or dimensions of the cards shall be determined by the Postmaster-General, and the allowance or deduction is to be made at his direction.

"PRINTING, DIES, ROLLS, AND PLATES.

"The single cards must be surface printed on one side only from hardened steel plates, and with ink of such quality and color as may from time to time be approved by the Postmaster-General. The use of aniline inks will not be allowed. The double or reply cards will be required to be similarly printed, but on both sides of the paper, the design to be selected by the Postmaster-General.

"The dies and rolls required to produce the working plates from which the cards are to be printed will be furnished by and wholly at the expense of the Government, and from such designs as the Postmaster-General may see fit to adopt; but all the necessary working plates must be furnished, kept in repair, and renewed at the cost of the contractor; and any expense which the Government may incur in connection therewith shall be charged to him, and deducted in the settlement of accounts for cards furnished. All such plates made or used at any time during the contract term shall immediately become the property of the United States, and shall be turned over to the Postmaster-General or his duly authorized agent whenever demanded. The Postmaster-General may require the contractor to have all the working plates made by the Bureau of Engraving and Printing of the Treasury Department, but should it become necessary or expedient to turn over to him the dies and rolls for the preparation of working plates at some other establishment, he shall be held responsible for their safe custody and proper use, and shall return them whenever demanded by the Postmaster-General or his agent. A sufficient supply of working plates will be provided in time to properly begin work under the contract, subject to the provisions above.

"The Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the foregoing conditions.

"The cards as they are manufactured shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"All spoiled cards shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for cards spoiled in the process of manufacture or rejected upon inspection.

"BUILDING, PLACE OF MANUFACTURE, ETC.

"The postal cards will be required to be manufactured in a strictly first-class building of such construction as to give security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done; and the premises shall be fitted up with a fire and burglar proof safe or vault, to be specially provided for storing at least 60,000,000 finished cards; the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General or his duly authorized agent. Special provision will also be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval.

"The methods, devices, and machinery employed in the manufacture of postal-card paper and of finished postal cards shall be subject to the approval of the Postmaster-General or his authorized agent.

"AGENT—OFFICE ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the cards, and he shall at all times have full and free access to the apartments and vaults where they are manufactured and stored, for the purpose of inspecting them. The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms, connected with the premises on which the cards are manufactured, for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly furnished rooms for the use of the post-office in registering and mailing packages of postal cards to be forwarded through the mails. The apartments, safe, or vault, and

rooms for manufacturing, storing, and registering cards, shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent.

"The Postmaster-General shall also have the right to cause inspection to be made at any time, by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of cards and of the cards in course of manufacture or in stock.

"The contractor, his employees, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government. These regulations may comprehend, if deemed expedient, the consignment by the contractor to the Department's agent, of all paper to be used in the manufacture of cards, the count and issue of it by him to the contractor's employees as it shall be needed for printing, and a strict accountability for the paper so issued and its card product.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; and these cards shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department; also the right to fine the contractor, in the same way, for errors made in the count of cards, whereby either a greater or less number, or a greater or less value, of cards, is issued than called for on the orders of the Department.

"The contractor must replace, without cost to the Department, any postal cards that may be found, after they have been issued and paid for, to be of imperfect printing or finish, or of paper inferior to contract standard; but in the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

"PACKING.

"The cards must be banded in parcels of twenty-five (25), and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, or of such other construction as shall be approved by the Postmaster-General; each box to contain not less than five hundred (500) of the single cards, or two hundred and fifty (250) of the double or reply cards. When 1,000 cards or less are required to fill the order of a postmaster, the boxes shall be wrapped in one package, securely fastened, in strong manila paper, wound and tied with twine equal in size and strength to first quality 36 B. C. flax twine, and sealed, so as to safely bear transportation by mail; and when more than 1,000 cards are required, the pasteboard or straw boxes containing them must be packed in strong wooden cases well strapped with suitable braided wire; but no case shall contain more than 25,000 cards.

"All lumber used for packing cases must be seasoned and planed on one side. The lumber for cases to contain 5,000 and 10,000 cards must all be tongued and grooved and of a thickness not less than $\frac{1}{2}$ inch for the ends and $\frac{3}{4}$ inch for the sides, top, and bottom; that for cases to contain 25,000 cards must be tongued and grooved for top and bottom, with cleated ends, and of a thickness not less than $\frac{1}{2}$ inch for the ends and sides and $\frac{3}{4}$ inch for top and bottom.

"All wooden cases shall be stenciled by the contractor with the quantity of postal cards contained therein and their designating letter.

"The cases shall be addressed by the contractor under the direction of an agent of the Department. The labels for packages are to be prepared by the agent, but attached by the contractor. The cotton cloth required, as above, to be put on the corners and edges of boxes, may be omitted when the cards are to be shipped in wooden cases. When, however, cards are required to be sent to any of the Department's distributing subagencies, they shall all be put up in wooden cases of such

sizes, and containing such proportions of wrapped packages, and with such cloth-bound boxes, as may be indicated by the Department when the orders for the cards are given.

"Whenever required by the Department, cards shall be delivered in sheets—no order, however, to be for less than 10,000 cards; and in every such case the contractor shall put them up in suitable wooden cases, suitably strapped, without extra cost to the Department.

"All address labels and other official blanks required for use in the fulfillment of the contract, will be furnished by the Department.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for a period of one month. Any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractor of such cards as may remain in his hands at the close of his contract term (November 30, 1901), and the new contractor shall not be entitled to compensation for damages on account of such issues.

"DELIVERY.

"The contractor must be ready to commence the delivery of the cards on the first day of December, 1901, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department. The cards may be required to be delivered in separate packages, as above provided for, at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or into a railway post-office or freight car on a railroad, in the discretion of the Postmaster-General.

"REPORTS.

The contractor will be required to report, through the Department's agent, weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

"SCOPE OF BIDS—AWARD.

"Bids must be made upon the blank form, copy of which is hereto annexed. The contract will be awarded as a whole, for both sizes of single cards, and for the double cards, as hereinbefore described, and every bidder should therefore include them all in his proposal.

"The prices bid will include the furnishing of paper and materials entering into the manufacture, packing, and delivery of the cards, and the doing of all other things required by these specifications.

"It is estimated that during the four years of the contract the following numbers of each kind of card will be issued; and for the purpose of determining the amount of the several proposals to be submitted, calculations will be made on these numbers at the prices bid, and the results aggregated, namely:

Number of single cards, large size, estimated for use during four years of contract (of which, say, 5,000,000 will be of the international kind)	3,000,000,000
Number of double, or reply, cards estimated for use during four years of contract (of which 50,000 will be of the international kind)	70,000,000
Number of single cards, small size, estimated for use during four years of contract (for domestic mails only)	5,000,000

"These figures are not intended to show the number or the proportion of cards to be actually required. It is to be distinctly understood that the contractor must furnish as many cards of the several kinds described as the Department shall call for during the period of the contract, whether more or less than is shown by the above estimates.

"To give bidders additional information as to the number of cards that may be called for, the following statement is made, showing the number of the several kinds now in use issued during the year ending June 30, 1901:

Single cards, domestic, large size	648, 604, 000
Single cards, domestic, small size	858, 500
Single cards, international	1, 051, 500
Double cards, domestic	8, 843, 750
Double cards, international	10, 000

" PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the individual or partnership making it, and when made by a partnership the name of each partner thereof must be disclosed; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties of the character and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by the postmaster or United States attorney where the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they altogether own and possess property of the clear value in the aggregate of \$200,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into contract, as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, if not deemed too high by the Postmaster-General, and so on until the required contract is executed; and such next lowest bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

" RESERVATIONS.

"The Postmaster-General reserves the right to reject any or all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract when made if, in his opinion, there shall be a failure to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department cards inferior to those required.

" PAYMENTS.

"Payments for cards actually issued and delivered will be made monthly, after proper examination and adjustment of accounts.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

" CONTRACT NOT ASSIGNABLE.

"The contract can not in any case be lawfully transferred or assigned.

" EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named in the advertisement, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"ADDRESS OF PROPOSALS.

"All proposals must be made on the blank form hereto annexed, securely enveloped and sealed, indorsed 'Proposals for furnishing postal cards,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"CH. EMORY SMITH, *Postmaster-General.*

"POST-OFFICE DEPARTMENT, *Washington, D. C., July 20, 1901.*"

And whereas, on the 26th day of August, 1901, between the hours of 12 m. and 1 p. m., upon the public opening and examination of the proposals submitted under said advertisement, it appeared that a proposal submitted by the said Albert Daggett was the lowest—his bid comprehending the single (large and small sizes) and double or reply postal cards as called for, made of paper according to a standard designated in the proposal and specifications as Departmental sample; and

Whereas the Postmaster-General, by an order dated September 24, 1901, decided to award the contract for furnishing the cards, under the said proposal, to the said Albert Daggett—the order being in the following words:

"Order No. 1103.

"It is hereby ordered that the contract for furnishing the Post-Office Department with postal cards during the four years beginning December 1, 1901, be awarded to Albert Daggett, of Washington, D. C., on the terms and conditions comprehended in the bid submitted by him under the advertisement and specifications of the Department of July 20, 1901, the kinds of cards and the prices thereof being as follows:

"For single cards, large size, $3\frac{1}{4}$ by $5\frac{1}{4}$ inches, to be made of paper according to the Departmental sample and formula, twenty-one and seventy-five hundredths ($21\frac{75}{100}$) cents a thousand cards.

"For single cards, small size, $2\frac{1}{4}$ by $4\frac{1}{4}$ inches, to be made of paper according to the Departmental sample and formula, seventeen and fifty hundredths ($17\frac{50}{100}$) cents a thousand cards.

"For double, or reply cards, $5\frac{1}{4}$ by $6\frac{1}{4}$ inches, to be made of paper according to the Departmental sample and formula, forty-two (42) cents a thousand cards, the paper of said cards to be manufactured at Rumford Falls, Maine, or such other place or places as may be designated by the Postmaster-General.

"CH. EMORY SMITH,
" *Postmaster-General.*"

Now, therefore, in consideration of the premises, and of the stipulations herein-after set forth, the said Albert Daggett, contractor, and his surety, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in manner and to the effect following, that is to say:

First. That the said contractor shall furnish and deliver promptly, and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the postal cards, both single and double or reply, that the Post-Office Department may call for during four years beginning December 1, 1901.

Second. That the dimensions, weights, and colors of the cards shall be as follows:

Single cards, large size, $3\frac{1}{4}$ by $5\frac{1}{4}$ inches; weight, 6 pounds 3 ounces a thousand cards; color, same as the sample hereto attached, designated Departmental sample.

Single cards, small size, $2\frac{1}{4}$ by $4\frac{1}{4}$ inches; weight, 5 pounds a thousand cards; color, same as the sample hereto attached, designated Departmental sample.

Double or reply cards, size $5\frac{1}{4}$ by $6\frac{1}{4}$ inches; weight, 12 pounds 6 ounces a thousand double cards; the color of such of the cards as are for use in the domestic mails (commonly known as domestic reply cards) to be that of Departmental sample, but for such as are for use in mails to foreign countries (usually known as international reply cards) the color will be pearl gray, such as is shown in the sample card hereto attached.

Third. That the paper from which the cards are to be made shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, finished on both sides suitable for printing and for writing with ink and pencil, and equal in quality, tensile strength, weight, sizing, finish, and all other respects to the Department's standard, a sample of which, designated Departmental sample, is hereto attached; and manufactured as provided by the aforesaid specifications, at Rumford Falls, Maine, at the mills of the Oxford Paper Company, or at such other place or places as the Postmaster-General may designate; that a resident agent or inspector of the Department shall at all times have full and free access for inspecting the manufacture of said paper, from commencement to finish. In no case must there be a water finish to the paper.

The right is reserved to the Postmaster-General to change the color of the paper of any of the cards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard unless the contractor shall be compensated therefor, and if a less expensive color be selected credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to require the manufacture of cards of other dimensions and weights in lieu of or in addition to those herein specified at any time during the contract term, upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. All the paper furnished or used shall be subject, either before or after being printed, to the supervision and approval of the Postmaster-General or his duly authorized agent. The amount of difference in cost involved by changes in the color or weight of paper, or in the dimensions of cards, shall be determined by the Postmaster-General, and the allowance or deduction made at his discretion.

No postal-card paper that has been printed, soiled, or rejected shall be made over into postal-card paper.

Fourth. That the single cards shall be surface printed on one side only, from hardened steel plates, and with ink of such quality and colors as may, from time to time, be approved by the Postmaster-General, the use of aniline inks, however, not being allowable; that the double or reply cards (of which there will be two designs, one for use in the domestic mails and the other for use in the international mails) shall be similarly printed, but on both sides of the paper, with a deeply indented dotted line equidistant from the two sides of the card, similar to that shown in the specimen hereto attached, so as to assist users of the cards in folding them or tearing them apart; that all the necessary working plates for printing the cards shall be furnished, kept in repair, and renewed at the cost of the contractor, but from dies and rolls furnished at the cost of the Government; that the Postmaster-General may require the contractor to have all the working plates made by the Bureau of Engraving and Printing of the Treasury Department; that any expense which the Government may incur in furnishing plates or in renewing or repairing them, if such a thing should be found expedient, shall be charged to the contractor and deducted in the settlement of accounts for cards furnished; that all such plates made or used at any time during the contract term shall immediately become the property of the United States, and shall be turned over to the Postmaster-General or his duly authorized agent whenever demanded; that should it become necessary or expedient, in the opinion of the Postmaster-General, to turn over to the contractor the dies and rolls for the preparation of working plates he shall be held responsible for their safe custody and proper use, and shall return them whenever demanded by the Postmaster-General or his agent.

It is understood that a sufficient supply of working plates will be provided by the Department in time to properly begin work under the contract, which are, however, to be paid for by the contractor; also that the Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the foregoing conditions; that the cards as they are manufactured shall be subject, in every respect, to the approval of the Postmaster-General or his duly authorized agent, and that his right of rejection shall be absolute and final; that all spoiled cards shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct, and that payment will not be made for cards spoiled in the process of manufacture or rejected upon inspection.

Fifth. That the postal cards shall be manufactured in a strictly first-class building of such construction as to give security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done; that the premises shall be fitted up with a fire and burglar proof safe or vault, to be specially provided for storing at least sixty million finished cards; that the said building, apartments, and safe or vault shall be subject to the approval of the Postmaster-General or his duly authorized agent, and that special provision shall be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval; that the methods, devices, and machinery employed in the manufacture of postal-card paper and of finished postal cards shall be subject to the approval of the Postmaster-General or his authorized agent.

Sixth. That the contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms, connected with the premises

on which the cards are manufactured, for the transaction of the business of the agency, without cost to the Government; that he shall, if required by the Department, furnish, without charge, suitable and properly furnished rooms for the use of the post-office in registering and mailing packages of postal cards to be forwarded through the mails; that the apartments, safe or vault, and rooms for manufacturing, storing, and registering cards shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent, and that the contractor, his employees, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government, which regulations may comprehend, if deemed expedient, the consignment by the contractor to the Department's agent of all paper to be used in the manufacture of cards, the count and issue of it by him to the contractor's employees as it shall be needed for printing, and a strict accountability for the paper so issued and its card product.

Seventh. That the contractor shall at all times keep on hand a stock of finished cards sufficient to promptly meet all orders of the Department and to provide against any and all contingencies that may be likely to occur during the existence of the contract; that these cards shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents, and that the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

Eighth. That the cards shall be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, bound on the corners and edges with cotton cloth, or such other construction as shall be approved by the Postmaster-General, each box to contain not less than five hundred of the single cards or two hundred and fifty of the double or reply cards; that when 2,000 cards or less are required to fill the order of a postmaster the boxes shall be wrapped in one package, securely fastened, in strong manila paper, wound and tied with twine equal in size and strength to first quality 36 B. C. flax twine, and sealed so as to safely bear transportation by mail; that when more than 1,000 cards are required the pasteboard or straw boxes containing them shall be packed in strong wooden cases well strapped with suitable braided wire; that no case shall contain more than 25,000 cards; that the cases shall be addressed by the contractor under the direction of an agent of the Department; and that the labels for packages, to be prepared by the agent, shall be attached by the contractor; that all lumber used for packing cases shall be seasoned and planed on one side; that the lumber for cases to contain 5,000 and 10,000 cards shall all be tongued and grooved and of a thickness not less than $\frac{1}{2}$ of an inch for the ends and $\frac{1}{4}$ of an inch for the sides, top, and bottom; that the lumber for cases to contain 25,000 cards shall be tongued and grooved for top and bottom, with cleated ends, and of a thickness not less than $\frac{1}{2}$ of an inch for the ends and sides and $\frac{1}{4}$ inch for top and bottom; that all wooden cases shall be stenciled by the contractor with the quantity of postal cards contained therein and their designating letter.

It is to be understood that the cotton cloth required, as above, to be put on the corners and edges of boxes may be omitted when the cards are to be shipped in wooden cases; but when cards are required to be sent to any of the Department's distributing subagencies they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, and with such cloth-bound boxes, as may be indicated by the Department when the orders for the cards are given. It is also to be understood that whenever required by the Department cards shall be delivered in sheets—no order, however, to be for less than 10,000 cards—and that in every such case the contractor shall put them up in suitable wooden cases, suitably strapped, without extra cost to the Department; also that all address labels and other official blanks required for use in the fulfillment of the contract will be furnished by the Department.

Ninth. That the contractor shall be ready to begin the delivery of the cards on the 1st day of December, 1901, when the contract term begins; that thereafter they shall be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department, and that the cards shall be delivered in separate packages, as above provided for at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or in a freight car or railway post-office, in the discretion of the Postmaster-General—it being understood that in no event shall the Department become liable for arbitrary or separate transportation charges that may be incurred for the carriage of the cards from the place where they may be manufactured to the main line of railroad on which the freight car stands or the railway post-office is being operated.

Tenth. That the contractor shall report through the Department's agent, weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

And the said party of the first part hereby contracts and agrees:

1st. To pay the said contractor for the postal cards manufactured and delivered in pursuance of this contract at the following rates:

For single cards, large size, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, twenty-one and seventy-five hundredths cents (21.75c.) a thousand cards.

For single cards, small size, $2\frac{1}{2}$ by $4\frac{1}{2}$ inches, seventeen and fifty hundredths cents (17.50c.) a thousand cards.

For double or reply cards, $5\frac{1}{2}$ by $8\frac{1}{2}$ inches, forty-two cents (42c.) a thousand cards.

And payments at these prices shall be full compensation for everything required to be done or furnished, as herein set forth; payments to be made monthly after proper examination and verification of accounts.

2d. To deliver to the contractor a sufficient supply of working plates for printing the cards in time to properly begin work under this contract, the said plates to be paid for by the contractor, as hereinbefore specified.

It is further stipulated by and between the contracting parties as follows:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the cards, and that he shall at all times have full and free access to the apartments and vaults where they are manufactured and stored, for the purpose of inspecting them.

2. That the Postmaster-General shall have the right to cause inspection to be made at any time, by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of cards, and of the cards in course of manufacture or in stock.

3. That the Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department; also, the right to fine the contractor, in the same way, for errors made in the count of cards, whereby either a greater or less number, or a greater or less value, of cards is issued than called for on the orders of the Department. And in the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General, or his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards; but the contractor shall, if required by the Postmaster-General, replace without cost to the Department any postal cards that may be found, after they have been issued and paid for, to be of imperfect printing or finish or of paper inferior to contract standard.

4. That the Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for a period of one month, and any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without compensation therefor to the contractor.

5. That if at any time during the continuance of this contract the surety shall become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

6. That payments for cards furnished may be withheld by the Postmaster-General if it shall appear to his satisfaction that this contract has not been complied with in any particular.

7. That in case of failure of the contractor to furnish promptly and in quantities as ordered the postal cards to be furnished under this contract, and faithfully and diligently to keep, perform, and abide by each and every of its requirements, provisions, and terms, and of the specifications hereto annexed and made part hereof, the said contractor and his surety shall forfeit and pay to the United States of America the

sum of one hundred thousand dollars, for which said forfeiture the said contractor and his surety shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States.

8. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any attempt to impose upon the Department cards inferior to those required by the contract.

9. That this contract shall not in any case be transferred or assigned.

10. That should the interest of the Government require it, this contract may be extended beyond the time hereinbefore provided for its duration, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

11. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful performance of this contract, and each and every of its covenants, stipulations, and agreements on their part to be performed, the said parties of the second part do hereby bind themselves and each of them, their and his heirs, executors, administrators, and successors in office.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals on and as of the day hereinbefore written.

[SEAL OF POST-OFFICE DEPARTMENT.]

CH. EMORY SMITH,
Postmaster-General.

Attest:

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

ALBERT DAGGETT.

Attest:

W. H. RONSAVILLE.

[SEAL OF SURETY.]

FIDELITY AND DEPOSIT COMPANY OF MARYLAND,
EDWIN WARFIELD, *President*.

Attest:

HARRY NICODEMUS,
Assist. Secretary.

Approved as to form :

JAS. N. TYNER,
Assistant Attorney-General for the Post-Office Department.

Statement of the financial condition of the Fidelity and Deposit Company of Maryland, at the close of business September 30, 1901.

RESOURCES.		
Par value.		Book value.
\$600,000	Real estate (Fidelity Building).....	\$600,000.00
125,000	State of Georgia 4½ per cent bonds, 1911-1912-1916.....	140,000.00
100,000	State of Maryland 3½ per cent bonds.....	105,000.00
30,000	State of Tennessee 3 per cent bonds.....	28,500.00
1,120,000	Baltimore City stock, 1928-1930-1936-1940-1945.....	1,258,360.00
200,000	City of New York 3½ per cent export dock gold bonds.....	218,000.00
50,000	City of Buffalo, N. Y., 3½ per cent bonds..	51,500.00
25,000	City of Mobile, Ala., 4½ per cent bonds...	27,000.00
10,000	City of Norfolk, Va., 5 per cent bonds....	11,200.00
21,000	City of Westminster, Md., 3½ per cent bonds.	21,000.00
39,500	City of Frederick, Md., 4 per cent bonds..	41,080.00
10,500	City of Rockville, Md., 4 per cent bonds..	10,500.00
25,000	City of Petersburg, Va., 5 per cent bonds..	28,500.00
25,000	City of Richmond, Va., 4 per cent bonds..	28,000.00
25,000	City of Havana, Cuba, 6 per cent bonds...	25,500.00
18,000	Hyattsville, Md., water works bonds, 4 per cent.....	18,595.00

Par value.		Book value.
\$30,000	Lucas County, Ohio, 4 per cent court-house bonds	\$30,000.00
30,000	Montgomery County, Ala., 5 per cent bonds	33,300.00
580,000	United Railway & Electric Co., of Baltimore, 4 per ct. bonds	562,600.00
100,000	Baltimore Traction Co. (N. Balto. Div.) 5 per cent bonds	120,000.00
48,000	City & Suburban Railway Co., of Balto., 5 per cent bonds	56,160.00
35,000	Lake Roland Elevated R. R., of Balto., 5 per cent bonds	41,300.00
25,000	Charleston City Railway Co. 5 per cent bonds	25,875.00
10,000	Baltimore, Catonsville & Ellicott Mills Ry. 5 per cent bonds	11,000.00
25,000	Atlanta, Ga., Consolidated Street Railways 5 per ct. bonds	26,250.00
10,000	Second Avenue Traction Co., Pittsburg, Pa., 5 per ct. bonds	11,500.00
199,000	Wheeling & Lake Erie 5 per cent car trust bonds	199,000.00
74,000	Monongahela River R. R. 5 per ct. car trust bonds	74,000.00
100,000	Charleston & Western Carolina R. R. 5 per ct. bonds	109,000.00
103,500	Balto. & Ohio S. W. Division 1st 3½ per cent bonds	93,150.00
50,000	Atchison, Topeka & Santa Fe R. R. 1st mortg. 4 per ct. gold bonds	51,000.00
50,000	Wilmington & Weldon R. R. 5 per cent bonds	58,000.00
30,000	Raleigh & Gaston R. R. 5 per cent bonds	33,600.00
11,000	Georgia Pacific R. R. 6 per cent bonds	13,530.00
10,000	Petersburg R. R. 6 per cent bonds, class "B" ..	12,450.00
11,000	Virginia Midland 1st mortgage 6 per cent bonds	11,660.00
30,000	Virginia Midland 2d mortgage 6 per cent bonds	35,100.00
150,000	Consolidated Gas Co., of Balto., 5 per cent bonds	168,000.00
10,600	265 shares Farmers & Merchants' Nat. Bank stock of Balto.	17,670.00
11,000	110 shares National Union Bank stock of Baltimore	12,188.00
15,250	1,525 shares National Mechanics Bank stock, of Baltimore	47,630.00
162	West Fairmount Coal & Coke Co.	162,000.00
200,000	Georgia & Alabama 1st consol mortgage 5s.	215,000.00
100,000	United States Government 3s	109,187.50
244,718	British consols	244,718.00
75,500	Montana Coal and Coke Co.	75,500.00
	Agents debit balances, less commissions ..	122,957.16
	Premiums in course of collection (home office)	9,024.82
	Cash in office and banks	386,733.57
		<hr/> \$5,787,819.05

LIABILITIES.

Capital stock	\$2,000,000.00
Surplus	2,500,000.00
Premium reserve requirement	730,690.91
Claims adjusted (checks out)	4,156.87
Claims admitted (in process of adjustment) ..	7,467.32
Claims reported, but proof not filed, etc ..	23,796.09
Claims not admitted	162,634.27
Undivided profits	359,073.59
	<hr/> 5,787,819.05

STATE OF MARYLAND, *Baltimore City, sc.:*

I, Thos. L. Berry, asst. treasurer of the Fidelity and Deposit Company of Maryland, do hereby certify that the foregoing is a true statement of the assets and liabilities of said company as of September 30th, 1901, taken from the books and records of said company.

In testimony whereof, I hereunto subscribe my name and affix the seal of said company this 11th day of October, A. D. 1901.

[SEAL.]

THOS. L. BERRY, *Asst. Treasurer.*

STATE OF MARYLAND, *City of Baltimore, ss:*

On this 11th day of October, A. D. 1901, before the subscriber, a notary public of the State of Maryland, in and for the city of Baltimore, duly commissioned and qualified, came Thos. L. Berry, asst. treasurer of the Fidelity and Deposit Company of Maryland, to me personally known, and being by me duly sworn, deposeth and saith that he is the said officer of the company aforesaid, and that the seal affixed to the preceding instrument is the corporate seal of said company; and that the foregoing is a true statement of the assets and liabilities of said company at the close of business, September 30th, 1901, taken from the books and records of said company; and that said company has not since said 30th day of September, 1901, sustained any losses affecting its financial condition.

In testimony whereof, I have hereunto set my hand and affixed my official seal, at the city of Baltimore, this 11th day of October, 1901.

[SEAL.]

FRED S. AXTELL, *Notary Public.*

Commission expires May 1, 1902.

Copy of resolutions empowering officers of the Fidelity and Deposit Company of Maryland to execute bonds and other undertakings.

This is to certify that at a regular and lawful meeting of the board of directors of the Fidelity and Deposit Company of Maryland, held in Baltimore City, Maryland, on the 4th day of May, 1898, at which a quorum was present, the following resolution was offered by Mr. Thomas C. Basshor:

"Resolved, That the president or either of the vice-presidents be, and they hereby are, and each of them is, authorized and empowered to execute for and on behalf of the company any and all bonds and undertakings, the same to be attested and the seal of the company affixed thereto by the secretary or assistant secretary of the company, or one of its attorneys, at the city of New York.

"Mr. Solomon Frank seconded the resolution and it was unanimously adopted."

I hereby certify that the foregoing is a true and correct copy taken from the minutes of proceedings of the board of directors of the Fidelity and Deposit Company of Maryland, as of the 4th day of May, 1898.

In testimony whereof I hereunto subscribe my name and affix the seal of said company this 11th day October, 1901.

[SEAL.]

THOS. L. BERRY, *Asst. Secretary.*

At a regular and lawful meeting of the board of directors of the Fidelity and Deposit Company of Maryland, held in Baltimore City, State of Maryland, January 8, 1901, at which a quorum was present, the proceedings included the following:

"Mr. George Warfield nominated Mr. Edwin Warfield for president. The nomination was seconded by Mr. Henry B. Platt, and Mr. Warfield was unanimously elected.

"Mr. George Blakistone nominated Mr. H. Crawford Black for first vice-president. Mr. Solomon Frank seconded the nomination and Mr. Black was unanimously elected.

"Mr. Charles E. Fink nominated Mr. Jos. R. Stonebraker for second vice-president. Mr. George Warfield seconded the nomination and Mr. Stonebraker was unanimously elected.

"Mr. John H. Wight nominated Mr. Henry B. Platt for third vice-president. Mr. Thomas A. Whelan seconded the nomination and Mr. Platt was unanimously elected.

"Mr. John H. Wight nominated Mr. Thomas A. Whelan for fourth vice-president. Mr. Henry A. Parr seconded the nomination and Mr. Whelan was unanimously elected.

"Mr. Seymour Mandelbaum nominated Mr. Herman E. Bosler for secretary and treasurer. Mr. Clinton P. Paine seconded the nomination and Mr. Bosler was unanimously elected.

"Mr. H. Crawford Black nominated Mr. Harry Nicodemus for assistant secretary and treasurer. Mr. Solomon Frank seconded the nomination and Mr. Nicodemus was unanimously elected.

"Mr. Jos. R. Stonebraker nominated Mr. Thos. L. Berry for second assistant secretary and treasurer. Mr. George Blakistone seconded the nomination and Mr. Berry was unanimously elected."

I hereby certify that the foregoing is a true and correct copy taken from the minutes of the proceedings of the board of directors of the Fidelity and Deposit Company of Maryland, as of January 8, 1901.

In testimony whereof I hereunto subscribe my name and affix the seal of said company this 11th day of October, 1901.

[SEAL.]

THOS. L. BERRY, *Asst. Secretary.*

STATE OF MARYLAND, *City of Baltimore, ss:*

On this 11th day of October, A. D. 1901, before me, a notary public for the State of Maryland, in the city of Baltimore, personally appeared Harry Nicodemus, of said city and State, with whom I am personally acquainted, who being by me duly sworn, said that he is assistant secretary of the Fidelity and Deposit Company of Maryland, that he is acquainted with Edwin Warfield, president of said company, and that the signature of the said Edwin Warfield subscribed to the attached instrument is in the genuine handwriting of the said Edwin Warfield, and was thereto subscribed in his presence.

He further said that he is the custodian of the corporate seal of said company, that the seal affixed to said instrument is such corporate seal, and that said instrument was signed and said seal affixed thereto by him in his capacity as assistant secretary of said company.

[SEAL.]

(Commission expires May 1, 1902.)

FRED S. AXTELL, *Notary Public.*

Whereas the Fidelity and Deposit Co. of Maryland, a corporation duly incorporated under the laws of the State of Maryland, has appointed an agent as required by section 2 of the act of August 13, 1894, entitled "An act relative to recognizances, stipulations, bonds, and undertakings, and to allow certain corporations to be accepted as surety thereon;" and has deposited with me its charter or articles of incorporation and the statement required by section 3 of said act; and has satisfied me that it has authority under said charter to do the business provided for in said act; that it has a paid-up capital of not less than \$250,000.00 in cash or its equivalent, and that it is able to keep and perform its contracts;

Now, therefore, the requirements of said act preliminary to the transaction of business thereunder in the above and all other particulars having been fully complied with, the said Fidelity and Deposit Co. of Maryland is hereby granted authority to do business under said act.

[SEAL.]

RICHARD OLNEY,
Attorney-General.

DEPARTMENT OF JUSTICE,
Washington, D. C., August 28, 1894.

DEPARTMENT OF JUSTICE,
Washington, D. C., July 1, 1901.

The annexed is a true copy of an original authorization to do business, issued by the Attorney-General under the act of Congress approved August 13, 1894.

Witness my hand and the seal of the Department.

[SEAL.]

CECIL CLAY, *Chief Clerk.*

No. 20.—*Copy of contract for furnishing envelopes to the several Executive Departments during the year beginning July 1, 1901, as authorized by the ninety-sixth section of the act of Congress approved January 12, 1896.*

This contract, entered into this 29th day of June, 1901, between the United States of America, acting by CHARLES EMORY SMITH, Postmaster-General, of the first part, and the United States Envelope Company, of Springfield, Mass., by James Logan, general manager, principal, and George B. Holbrook, of Springfield, Mass., and Eliha Morgan, of Springfield, Mass., sureties, of the second part, witnesseth:

First. That the said United States Envelope Company contracts to furnish and promptly deliver all envelopes of the following description that may be called for by the several Executive Departments and independent Government offices in the city of Washington, and by army officers stationed at various points in the United States, to be designated by the Secretary of War, during the year beginning July 1, 1901, of

the weight of paper, and at the prices herein indicated, and in tensile strength and all other respects fully up to the samples of paper or envelopes submitted by the said United States Envelope Company with its proposal opened at the Post-Office Department on the 1st day of May, 1901, under the advertisement and specifications of March 26, 1901, and according to the requirements thereof, a copy of which advertisement and specifications is hereto attached and made a part of this contract:

Item No. of sched- ule.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description	First quality paper.	Price per thou- sand.
WHITE.				
1	50 pounds	10½ x 4½ inches	Plain	\$1.67
			Printed	1.79
2	50 pounds	9½ x 4½ inches	Plain	1.41
			Printed	1.51
3	50 pounds	9½ x 4½ inches	Plain	2.31
			Printed	2.41
4	50 pounds	8½ x 3½ inches	Plain	1.29
			Printed	1.39
5	50 pounds	8½ x 3½ inches, ungummed	Plain	1.29
			Printed	1.39
6	50 pounds	8½ x 3½ inches	Plain	1.27
			Printed	1.37
7	50 pounds	6½ x 3½ inches	Plain	1.56
			Printed	1.68
8	50 pounds	6½ x 3½ inches	Plain	.94
			Printed	1.06
9	50 pounds	6 x 3½ inches	Plain	.82
			Printed	.92
10	50 pounds	5½ x 3½ inches	Plain	.73
			Printed	.85
11	50 pounds	4½ x 2½ inches	Plain	.62
			Printed	.74
CREAM-LAID.				
12	60 pounds	10½ x 4½ inches, highly calendered, No. 1 quality	Plain	2.16
			Printed	2.28
13	70 pounds	10½ x 4½ inches—same as above	Plain	2.54
			Printed	2.66
14	80 pounds	9½ x 4½ inches—same as above	Plain	1.67
			Printed	1.79
15	80 pounds	8½ x 3½ inches—same as above	Plain	1.51
			Printed	1.63
16	80 pounds	8½ x 3½ inches—same as above	Plain	1.44
			Printed	1.56
17	80 pounds	6½ x 3½ inches—same as above	Plain	1.29
			Printed	1.41
18	50 pounds	6 x 3½ inches—same as above	Plain	.84
			Printed	.96
19	50 pounds	5½ x 3½ inches—same as above	Plain	.74
			Printed	.86
AZURE BLUE.				
20	60 pounds	12½ x 6 inches	Plain	4.17
			Printed	4.67
21	50 pounds	11½ x 5 inches	Plain	2.35
			Printed	2.50
22	50 pounds	9½ x 4½ inches	Plain	1.58
			Printed	1.68
23	50 pounds	8½ x 3½ inches	Plain	1.44
			Printed	1.56
24	50 pounds	6½ x 3½ inches	Plain	.96
			Printed	1.06
25	50 pounds	5½ x 3½ inches	Plain	.87
			Printed	.99
26	50 pounds	5½ x 3½ inches	Plain	.74
			Printed	.86
CLOTH LINED.				
28		15½ x 10½ inches, white, open end	Plain	36.00
			Printed	36.50
29		15½ x 9½ inches, azure	Plain	33.40
			Printed	33.90
30		13 x 8½ inches, azure	Plain	28.00
			Printed	28.50
31		11½ x 9 inches, azure	Plain	28.00
			Printed	28.50
32		11 x 9 inches, white	Plain	28.00
			Printed	28.50
33		9½ x 4½ inches, white or azure, open end	Plain	11.25
			Printed	11.75

No. 20.—*Copy of contract for furnishing envelopes to the several Executive Departments, etc.—Continued.*

Item No. of sched- ule.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	First quality manila paper.	Jute paper.
			Price per thou- sand.	Price per thou- sand.
		MANILA.		
44	100 pounds.....	16 x 12 inches (rope manila).....	Plain \$16.84	
			Printed..... 17.34	
45	100 pounds.....	16 x 10 inches (rope manila).....	Plain 12.73	
			Printed..... 13.78	
46	100 pounds.....	15 x 12 inches.....	Plain 7.86	\$10.04
			Printed..... 8.86	11.04
47	100 pounds.....	15 x 10 inches.....	Plain 7.24	9.15
			Printed..... 8.24	10.15
48	100 pounds.....	15 x 9½ inches (rope manila).....	Plain 11.16	
			Printed..... 12.16	
49	100 pounds.....	15 x 9 inches.....	Plain 7.72	9.68
			Printed..... 8.72	10.68
50	110 pounds.....	14 x 10 inches.....	Plain 8.49	9.40
			Printed..... 9.49	10.40
51	100 pounds.....	14 x 10 inches.....	Plain 6.34	8.07
			Printed..... 7.34	9.07
52	80 pounds.....	14 x 10 inches.....	Plain 5.86	7.25
			Printed..... 6.86	8.25
53	80 pounds.....	13½ x 8½ inches.....	Plain 5.54	6.79
			Printed..... 6.54	7.79
54	80 pounds.....	13½ x 10 inches.....	Plain 5.56	6.88
			Printed..... 6.56	7.88
55	80 pounds.....	13½ x 9½ inches.....	Plain 6.22	7.61
			Printed..... 7.22	8.61
56	80 pounds.....	13 x 11 inches.....	Plain 5.68	7.11
			Printed..... 6.68	8.11
57	110 pounds.....	12½ x 10½ inches.....	Plain 7.25	9.06
			Printed..... 8.25	10.06
58	80 pounds.....	12½ x 10½ inches.....	Plain 5.67	6.99
			Printed..... 6.67	7.99
59	60 pounds.....	12½ x 9½ inches.....	Plain 4.54	5.90
			Printed..... 5.54	6.90
60	100 pounds.....	12½ x 9 inches.....	Plain 5.64	7.05
			Printed..... 6.64	8.05
61	80 pounds.....	12½ x 9 inches (rope manila).....	Plain 7.25	
			Printed..... 8.25	
62	60 pounds.....	12½ x 9 inches.....	Plain 3.87	4.80
			Printed..... 4.87	5.80
63	60 pounds.....	12½ x 9 inches (rope manila).....	Plain 5.82	
			Printed..... 6.82	
64	80 pounds.....	12½ x 6 inches, square lap.....	Plain 4.06	5.00
			Printed..... 5.06	6.00
65	80 pounds.....	12½ x 5½ inches.....	Plain 3.61	4.32
			Printed..... 4.61	5.32
66	50 pounds.....	12 x 10½ inches.....	Plain 3.77	3.88
			Printed..... 4.52	4.63
67	50 pounds.....	12 x 9½ inches.....	Plain 3.58	4.29
			Printed..... 4.08	4.79
68	80 pounds.....	12 x 9½ inches.....	Plain 4.46	5.62
			Printed..... 5.21	6.37
69	60 pounds.....	12 x 8 inches.....	Plain 3.80	4.26
			Printed..... 3.80	4.76
70	80 pounds.....	11½ x 9½ inches.....	Plain 4.54	5.57
			Printed..... 5.54	6.57
71	80 pounds.....	11½ x 8½ inches.....	Plain 4.46	5.44
			Printed..... 5.46	6.44
72	60 pounds.....	11½ x 8½ inches.....	Plain 3.29	4.09
			Printed..... 4.04	4.84
73	80 pounds.....	11½ x 7½ inches.....	Plain 3.88	4.74
			Printed..... 4.63	5.49
74	60 pounds.....	11½ x 7½ inches (rope manila).....	Plain 4.88	
			Printed..... 5.58	
75	80 pounds.....	11½ x 7 inches.....	Plain 4.84	5.21
			Printed..... 5.09	5.96
76	80 pounds.....	11½ x 5½ inches (rope manila).....	Plain 4.74	
			Printed..... 5.49	
77	80 pounds.....	11½ x 5 inches.....	Plain 2.84	2.94
			Printed..... 2.84	3.44
78	60 pounds.....	11½ x 5 inches.....	Plain 1.76	2.24
			Printed..... 2.26	2.74
79	110 pounds.....	11½ x 7½ inches.....	Plain 5.19	6.40
			Printed..... 5.69	6.90
80	100 pounds.....	11½ x 7½ inches.....	Plain 5.64	6.64
			Printed..... 6.29	7.89

No. 20.—*Copy of contract for furnishing envelopes to the several Executive Departments, etc.—Continued.*

Item No. of sched- ule.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	First quality manila paper.	Jute paper.	
			Price per thou- sand.	Price per thou- sand.	
		MANILA—continued.			
81	60 pounds	11 x 9 inches	Plain	\$3. 79	\$4. 67
			Printed	4. 54	5. 42
82	80 pounds	11 x 8 inches	Plain	3. 61	4. 29
			Printed	4. 36	5. 04
83	50 pounds	11 x 7½ inches	Plain	3. 01	3. 91
			Printed	3. 51	4. 41
84	50 pounds	11 x 5 inches	Plain	1. 31	1. 73
			Printed	1. 56	1. 98
85	50 pounds	10½ x 7½ inches, open end	Plain	2. 58	3. 42
			Printed	3. 08	3. 92
86	80 pounds	10½ x 7 inches	Plain	3. 43	4. 18
			Printed	3. 78	4. 53
87	60 pounds	10½ x 7 inches, open end	Plain	2. 47	3. 10
			Printed	2. 82	3. 45
88	60 pounds	10½ x 7 inches (rope manila)	Plain	4. 09	.....
			Printed	4. 44	.....
89	60 pounds	10½ x 7 inches (rope manila), open end	Plain	3. 70	.....
			Printed	4. 05	.....
90	110 pounds	10½ x 6½ inches	Plain	4. 64	5. 61
			Printed	4. 99	5. 96
91	50 pounds	10½ x 6½ inches	Plain	1. 56	2. 05
			Printed	1. 68	2. 17
92	60 pounds	10½ x 6½ inches, open end	Plain	3. 45	3. 09
			Printed	3. 80	3. 44
93	50 pounds	10½ x 5½ inches	Plain	2. 45	2. 93
			Printed	2. 95	3. 43
94	100 pounds	10½ x 4½ inches	Plain	2. 56	3. 14
			Printed	3. 06	3. 64
95	100 pounds	10½ x 8½ inches	Plain	5. 36	6. 42
			Printed	6. 36	7. 42
96	50 pounds	10½ x 6½ inches	Plain	1. 72	2. 20
			Printed	2. 07	2. 55
97	100 pounds	10½ x 6½ inches (rope manila)	Plain	6. 63	.....
			Printed	7. 13	.....
98	50 pounds	10½ x 6½ inches (rope manila)	Plain	2. 61	.....
			Printed	3. 11	.....
99	80 pounds	10½ x 4½ inches, ungummed (rope manila)	Plain	3. 51	.....
			Printed	4. 01	.....
100	80 pounds	10½ x 4½ inches	Plain	2. 57	3. 08
			Printed	3. 07	3. 53
101	80 pounds	10½ x 8½ inches	Plain	4. 83	5. 82
			Printed	5. 63	6. 57
102	60 pounds	10½ x 8½ inches	Plain	4. 10	4. 90
			Printed	4. 85	5. 65
103	40 pounds	10½ x 4½ inches	Plain ....	. 91	1. 16
			Printed	1. 06	1. 31
104	40 pounds	10 x 6½ inches, open end	Plain	2. 02	2. 42
			Printed	2. 52	2. 92
105	80 pounds	10 x 5 inches, double fold	Plain	4. 83	5. 89
			Printed	5. 58	6. 64
106	110 pounds	9½ x 6½ inches	Plain	3. 70	4. 58
			Printed	4. 20	5. 08
107	100 pounds	9½ x 6½ inches	Plain	3. 54	4. 35
			Printed	4. 04	4. 85
108	50 pounds	9½ x 5½ inches	Plain	1. 95	2. 31
			Printed	2. 20	2. 56
109	80 pounds	9½ x 4½ inches	Plain	2. 29	2. 75
			Printed	2. 79	3. 25
110	80 pounds	9½ x 4½ inches, ungummed	Plain	2. 29	2. 75
			Printed	2. 79	3. 25
111	80 pounds	9½ x 4½ inches	Plain	2. 08	2. 42
			Printed	2. 28	2. 67
112	80 pounds	9½ x 4½ inches, ungummed	Plain	2. 03	2. 42
			Printed	2. 28	2. 67
113	40 pounds	9½ x 4½ inches	Plain ....	. 82	1. 04
			Printed ....	. 97	1. 19
114	60 pounds	9½ x 4½ inches	Plain	1. 02	1. 35
			Printed	1. 17	1. 50
115	36 pounds	9½ x 4½ inches	Plain ....	. 73	. 92
			Printed ....	. 88	1. 02
116	110 pounds	8½ x 6½ inches	Plain	3. 65	4. 38
			Printed	4. 15	4. 88

No. 20.—*Copy of contract for furnishing envelopes to the several Executive Departments, etc.—Continued.*

Item No. of sched- ule.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	First quality manila paper.	Jute paper.
			Price per thou- sand.	Price per thou- sand.
MANILA—continued.				
117	60 pounds	8½ x 3½ inches, ungummed (rope manila).	Plain .. \$1.51 Printed .. 1.76	.....
118	60 pounds	8½ x 3½ inches	Plain .. .96 Printed .. 1.11	\$1.23 1.38
119	60 pounds	8½ x 3½ inches, ungummed	Plain .. .96 Printed .. 1.11	1.23 1.38
120	28 pounds	8½ x 3½ inches	Plain .. .61 Printed .. .71	.....
121	36 pounds	8½ x 5 inches	Plain .. 1.73 Printed .. 1.98	1.99 2.24
122	50 pounds	8½ x 3½ inches, ungummed	Plain .. .83 Printed .. 1.08	1.06 1.30
123	36 pounds	8½ x 3½ inches	Plain .. .67 Printed .. .77	.83 .98
124	28 pounds	6½ x 3½ inches	Plain .. .48 Printed .. .58	.....
125	28 pounds	6 x 3½ inches	Plain .. .39 Printed .. .49	.....
126	80 pounds	6 x 3½ inches, open end, ungummed (rope manila).	Plain .. 2.34 Printed .. 2.59	.....
127	80 pounds	5½ x 3½ inches, open end (rope manila).....	Plain .. 2.11 Printed .. 2.36	.....
128	28 pounds	5½ x 3½ inches	Plain .. .37 Printed .. .47	.....
129	80 pounds	5½ x 4 inches, open end, ungummed (rope manila).	Plain .. 2.18 Printed .. 2.43	.....
130	36 pounds	5½ x 4 inches, open end, ungummed (rope manila).	Plain .. 1.28 Printed .. 1.53	.....
131	36 pounds	5½ x 3½ inches, open end, ungummed (rope manila).	Plain .. .74 Printed .. .84	.....
132	40 pounds	4½ x 2½ inches	Plain .. .38 Printed .. .48	.46 .56
133	50 pounds	4½ x 2½ inches; open end	Plain .. .44 Printed .. .54	.52 .62
134	50 pounds	2 x 2 inches	Plain .. 1.11 Printed .. 1.36	1.15 1.40

Second. That in the execution of this contract the said parties of the second part shall be governed by all the conditions and requirements set forth in the proposal and specifications above referred to, copy of said specifications being hereto attached and made part hereof, and by such directions, not inconsistent therewith, as may be from time to time given by the Postmaster-General, or by any of the Executive Departments.

Third. That for all envelopes furnished and delivered in accordance with the terms of this contract, upon the orders of the several Departments, or of duly authorized Government officers, and in all respects satisfactory to them, payment shall be made, upon presentation of proper accounts, at the prices above stated, monthly or oftener, by such Departments and officers respectively, and according to their respective regulations.

Fourth. That in case the said United States Envelope Company shall fail to perform all or any of the stipulations of this contract on its part to be performed, it and its sureties shall forfeit and pay to the United States of America the sum of ten thousand dollars (unless other penalty for such failure shall be imposed, as provided for in the attached specifications), for which sum the said United States Envelope Company and its sureties shall be jointly and severally liable, to be sued for in the name of the United States.

Fifth. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the speci-

cations hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves and each of them, their successors in office, and the officers and agents of said corporation and their and its heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporation affixing its corporate seal—on and as of the day hereinbefore written.

[SEAL OF P. O. DEPARTMENT.]

Attest:

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

CH. EMORY SMITH,
Postmaster-General.

UNITED STATES ENVELOPE CO. [SEAL OF CO.]
By JAMES LOGAN, *Genl. Mgr.*

Witnesses:

FREDERICK PLIMPTON.
W. M. WHARFIELD.
T. ROSS.

GEORGE B. HOLBROOK. [SEAL.]
ELISHA MORGAN. [SEAL.]

Approved as to form:

G. A. C. CHRISTIANCY,
Acting Asst. Atty. Gen. for P. O. Dept.

STATE OF MASSACHUSETTS,
County of Hampden, ss:

George B. Holbrook, one of the sureties in the foregoing contract, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of fifty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

GEORGE B. HOLBROOK.

Subscribed and sworn to before me this 29th day of June, 1901.

[SEAL OF NOTARY.]

WILFRED M. WHARFIELD,
Notary Public.

Approved:

LOUIS C. HYDE,
Postmaster, Springfield, Mass.

STATE OF MASSACHUSETTS,
County of Hampden, ss:

Elisha Morgan, one of the sureties in the foregoing contract, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of fifty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

ELISHA MORGAN.

Subscribed and sworn to before me this 29th day of June, 1901.

[SEAL OF NOTARY.]

WILFRED M. WHARFIELD,
Notary Public.

Approved:

LOUIS C. HYDE,
Postmaster, Springfield, Mass.

Proposals for furnishing envelopes for the several Executive Departments in Washington during the year ending June 30, 1902.

ADVERTISEMENT.

POST-OFFICE DEPARTMENT,
Washington, D. C., March 26, 1901.

Sealed proposals are invited and will be received at this Department until 12 m. on Wednesday, the 1st of May, 1901, for furnishing such envelopes as the several Executive Departments in Washington and certain Government officers elsewhere may require during the year ending June 30, 1902.

Blank forms of proposal, with full specifications, will be furnished upon application to the Third Assistant Postmaster-General.

CH. EMORY SMITH,
Postmaster-General.

SPECIFICATIONS FOR ENVELOPES.

PROPOSAL—GUARANTY.

Proposals must be submitted in accordance with the advertisement above recited. They must be signed by the individual, partnership, or corporation making them. When made by a partnership, the name of each partner must be signed. If made by a corporation, the proposal must be signed by the officer thereof authorized to bind it by contract, and accompanied with a copy, under seal, of the law, resolution, or other paper showing his authority to sign.

Every proposal must be accompanied with a guaranty, to be signed by at least two responsible guarantors, or by a regularly incorporated guarantee company, under a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract in accordance with the terms of his proposal, with good and sufficient sureties for the faithful performance thereof, as hereinafter required. The responsibility and sufficiency of the signers of such guaranty must be certified to by the postmaster, United States judge, or the clerk of a court of record at or nearest to the place of residence of the bidder.

Bids must be made separately for each item printed in the form of proposal, the bidders stating in their proposals the price per thousand envelopes, which will include everything to be done or furnished as set forth in these specifications; and the contract may be awarded, in the discretion of the Postmaster-General, item by item, to different bidders, or on more than one item, or as a whole to the lowest responsible bidder in the aggregate, the amount of a bid, or any part thereof where necessary to be ascertained by extending the estimated quantities printed in the form of proposal at the prices bid, respectively, and then aggregating the amounts of the several items.

QUANTITIES.

The quantities given in the printed form of proposal attached hereto embody the estimated requirements of the several Departments for the year ending June 30, 1902; but it is distinctly understood that these estimates are given for information only, the right being reserved to order any greater or less quantity during the contract term as the interests of the service may require. Should the use of any of the sizes or kinds of envelopes thus estimated for be discontinued during the contract term, or should none of any one or more kinds mentioned be ordered, the contractor will not be entitled to any compensation for damages either on account of such discontinuance or because of such omission to order.

STYLE OF MANUFACTURE.

The envelopes must be made in the most thorough and workmanlike manner; to be of high cut; the joints to be well and securely fastened with the best quality of gum, and the flaps to be thoroughly coated with the same material. A sample quire and one sample box of envelopes of each color, quality, and weight of paper which the bidder proposes to furnish for the several classes of envelopes called for (except the "Miscellaneous" class), or for such as he may decide to bid on, must accompany every proposal. Of the "Miscellaneous" envelopes, one box of samples of each item must be furnished with the bid. The proposal must not be inclosed in the package containing these samples.

Samples of envelopes for the use of the several Departments may be required after the award from the successful bidder or bidders, and without compensation.

Tests will be made of samples submitted by means of the Morrison tester, or otherwise, as the Postmaster-General may deem necessary, and the tensile strength of all envelopes furnished must be fully up to that of the several standards adopted by the Postmaster-General as the result of these tests. In the quality of paper and in other respects the envelopes to be furnished under the contract must also conform to these standards.

Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing, or furnish any envelopes on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

Sizes may be slightly larger than called for, but no smaller.

PRINTING.

Bidders must submit on every item a bid for furnishing the envelopes without printing, and also one for supplying them with such printing as the Departments may require, consisting ordinarily of what is known as the penalty clause, the name of the Department and of the office in which the envelopes are to be used, and an address; but any other form of printing may at any time be demanded. No order

will be made for less than 250 printed envelopes of any one form. In cases where the schedule shows that only plain envelopes will be called for no bid for printing need be made.

PACKING.

The envelopes must be banded in parcels of twenty-five, and all of them, except those in the list coming under the head of "Miscellaneous," must be packed in strong pasteboard boxes, which must be covered with white unglazed paper, securely bound with linen or cotton cloth on the entire length of corners and edges of both boxes and lids, and of such weight, quality, and construction as shall be approved by the Postmaster-General. No boxes will be accepted that are manufactured from a thinner strawboard than No. 40 (No. 2 quality), for all sizes of envelopes smaller than No. 10, or than No. 25 strawboard (No. 2 quality), for No. 10 and all sizes above that. They must be packed in quantities of 500, 250, and 125, respectively, as may be designated in the orders from time to time given for them. Boxes must be labeled in conformity to the form prescribed by the several Departments, and when printed envelopes are furnished, a sample showing the printing must be placed upon the front of each box.

The envelopes enumerated in the list under the head of "Miscellaneous" must be neatly boxed and furnished in quantities as is usual with the trade.

All envelopes ordered must be shipped in strong wooden cases when the quantity is sufficiently large to warrant it, or whenever the Department ordering them so directs.

AWARD.

If the bidder to whom the first award shall be made should fail to enter into contract as herein provided, then the award may be annulled and the contract let to the next most desirable bidder in the opinion of the Postmaster-General, and so on until a contract shall be made; and such bidder shall be required to fulfill every stipulation embraced herein as if he were the party to whom the first award was made.

The contract can not in any case be lawfully transferred or assigned.

DELIVERY, INSPECTION, ETC.

Envelopes to be furnished under the contract must be delivered without charge for cartage, packing, etc., in such quantities as may be from time to time ordered by the several Executive Departments, at such place or places at Washington, D. C., as the Postmaster-General or the Department ordering them may direct. Envelopes, however, that may be ordered by the Department of the Interior for use at the various pension agencies, or by the Navy Department for the use of the several navy-yards,¹ naval stations, and navy pay offices throughout the country must be shipped thereto by the contractor at his own expense. In all these cases the cartage on the envelopes at the place of delivery is to be paid for by the Department or office ordering them. Envelopes required by naval inspectors at private establishments will be

¹ Following is a list of these pension agencies, navy-yards, etc., with the estimated quantities of envelopes to be required by them during the year:

Pension agency.	White, penalty, 8½ by 8½ inches.	White, penalty, 10½ by 4½ inches.	White, penalty, 6 by 8½ inches.
Augusta, Me.	110,000	.....	.....
Boston, Mass.	535,000	.....	.....
Buffalo, N. Y.	252,000	.....	10,000
Chicago, Ill.	204,000	.....	1,000
Columbus, Ohio	450,000	.....	15,000
Concord, N. H.	50,000	.....	10,000
Des Moines, Iowa	300,000	.....	.....
Detroit, Mich.	135,000	.....	5,000
Indianapolis, Ind.	545,000	.....	5,000
Knoxville, Tenn.	155,000	1,000	.....
Louisville, Ky.	70,000	8,000	.....
Milwaukee, Wis.	200,000	.....	.....
New York City	300,000	.....	.....
Philadelphia, Pa.	205,000	5,000	5,000
Pittsburg, Pa.	180,000	8,000	.....
San Francisco, Cal.	165,000	.....	10,000
Topeka, Kans.	600,000	.....	10,000
Washington, D. C.	292,000	8,000	8,000

NOTE.—It is supposed that when an order is given for envelopes for any one of these pension agencies it will comprehend all that are to be sent to it during the year. No positive assurance of this, however, can be given.

ordered shipped to the nearest navy-yard or naval station, but may be sent direct to the office for which intended, at the option of the contractor.

Envelopes ordered by the Treasury Department for use of its officers located throughout the country are to be delivered on board cars at place of manufacture or supply, to be shipped on Government bills of lading, issued by the nearest depot quartermaster, U. S. A., except in cases of points contiguous to place of manufacture or supply, when deliveries are to be made thereto at expense of contractor.

If it should at any time be found desirable, the contractor may, upon orders from any of the Departments, make deliveries of envelopes to such points, other than Washington, D. C., as may be to his advantage, samples of the envelopes included in such deliveries to be forwarded for inspection to the Department ordering them.

The contractor must be ready to commence the delivery of the envelopes on the 1st day of July, 1901, when the contract term begins; and thereafter they must be furnished and delivered, complete in all respects, upon the orders of the several Departments, and in such quantities as may be required. The envelopes must also be furnished upon the orders of army officers at different points within the United States to be designated by the Secretary of War, the envelopes so ordered to be paid for, on presentation of bills to said officers, at the regular contract prices, which shall be for delivery on board cars at the point of manufacture or supply, the manner of transportation in every such case to be indicated by the ordering officer at the time when the order is given.

Envelopes must be furnished promptly and in the exact quantities ordered. On the failure of contractor to fill orders within 30 days after they are made, and of satisfactory quality, the right is reserved by the Government to purchase the same in open market, if the exigencies of the service require it, or to declare the contract forfeited; and if a greater price than that of the contract be paid for such envelopes, the difference in the total amount of the purchase will be charged to the contractor. Every order for envelopes that are to be reshipped by the Departments after their receipt must be filled in one delivery.

Envelopes will be inspected within a reasonable time after delivery, and if, in the judgment of the Department or officer ordering them, they are not in accordance with the contract requirements, they will be rejected. The decisions thus made by the several Departments and ordering officers are to be final.

In the event that the exigencies of the public service shall require the acceptance of any envelopes which, in the opinion of the Department or officer ordering them, are inferior in any respect to the requirements of the contract, the right is reserved to fix the price thereof, and to pay for such inferior envelopes any compensation less than the contract price that may seem just and reasonable, under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

CONTRACTOR'S SURETIES.

The contractor will be required to have at least two responsible sureties, or the surety of a regularly incorporated guarantee company, satisfactory to the Postmaster-General, who shall be parties to the contract, in which it shall be covenanted and agreed that in case the said contractor shall fail to do or perform all or any of the stipulations of said contract on the part of said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America such amount as the Postmaster-General may fix in the contract, not to exceed \$25,000, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable. Such sureties shall justify their responsibility by affidavit showing that they severally own and possess property of the clear value in the aggregate of double the amount of the above-mentioned forfeiture, over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a clerk of a court of record or other officer authorized to administer oaths, and to be approved by a United States judge, district attorney, or postmaster in the district or place where the sureties reside or do business.

If at any time during the continuance of the contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

PAYMENTS.

Payments for envelopes actually delivered will be made monthly by the departments or officers ordering them, after proper examination and verification of accounts, which accounts shall be rendered upon forms to be furnished by such departments or officers, respectively.

Payments may be withheld if it shall appear to the satisfaction of the Departments or officers ordering the envelopes that the contract has not been complied with in any particular.

RESERVATIONS.

The Postmaster-General reserves the right to reject any and all bids, to waive technical defects, and to accept any part of any bid and reject the other part, if in his judgment the interests of the Government shall require it; also the right to annul the contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Government articles inferior to those required by the contract. And any action taken by the Postmaster-General in pursuance of this latter stipulation shall not affect or impair any right or claim of the United States to damages for the breach of any of the covenants of the contract by the contractor.

BLANK FORMS—ADDRESSES OF PROPOSALS.

Blank forms for bids will be furnished on application to the Third Assistant Postmaster-General, Washington, D. C.

All proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope "Proposals for furnishing envelopes for the several Executive Departments," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

Proposals must not be sent in the same package with the samples of paper to be submitted by bidders, as hereinbefore required.

CH. EMOY SMITH,
Postmaster-General.

POST-OFFICE DEPARTMENT,
Washington, D. C., March 26, 1901.

List of navy-yards, naval stations, and pay offices, with estimated quantities of envelopes required.

Location.	Estimated quantities, kinds, and sizes of envelopes.											
	White and cream.						Manila.		Miscellaneous.			
	10½ by 4½ inches. Item 12.	10½ by 4½ inches. Item 1.	9½ by 4½ inches. Item 2.	8½ by 3½ inches. Item 4.	6 by 3½ inches. Items 9 and 18.	5½ by 3½ inches. Item 10.	15 by 10 inches. Item 47.	6½ by 3½ inches. Item 127.	4½ by 2½ inches. Item 132.	6 by 3½ inches. Items 142-151.	5½ by 3½ inches. Items 151-164.	6½ by 4½ inches. Item 159.
NAVY-YARDS.												
Portsmouth, N. H.	5,000	10,000	10,000	10,000	10,000	10,000	5,000	10,000	10,000	10,000	10,000	10,000
Boston, Mass.	10,000	20,000	20,000	10,000	20,000	20,000	10,000	20,000	10,000	10,000	10,000	10,000
Brooklyn, N. Y.	25,000	100,000	100,000	100,000	200,000	200,000	50,000	200,000	100,000	50,000	50,000	100,000
League Island, Pa.	5,000	15,000	15,000	10,000	10,000	10,000	5,000	20,000	10,000	10,000	10,000	10,000
Norfolk, Va.	15,000	50,000	50,000	25,000	50,000	50,000	20,000	50,000	25,000	20,000	20,000	25,000
Pensacola, Fla.	5,000	5,000	10,000	5,000	10,000	10,000	5,000	10,000	5,000	5,000	5,000	5,000
Mare Island, Cal.	20,000	50,000	50,000	50,000	100,000	100,000	25,000	50,000	50,000	25,000	25,000	50,000
NAVAL STATIONS.												
New London, Conn.	.....	5,000	5,000	5,000	5,000	5,000	.....	5,000	.....	.....	.....	2,000
Newport, R. I.	5,000	10,000	10,000	10,000	10,000	10,000	10,000	5,000	5,000	10,000	10,000	10,000
Port Royal, S. C.	5,000	10,000	10,000	10,000	10,000	10,000	5,000	10,000	5,000	5,000	5,000	10,000
Key West, Fla.	10,000	15,000	15,000	10,000	15,000	10,000	5,000	10,000	5,000	5,000	5,000	10,000
Puget Sound.	.....	10,000	10,000	5,000	10,000	10,000	5,000	10,000	5,000	5,000	5,000	5,000
Bremerton, Wash.	.....	10,000	10,000	5,000	10,000	10,000	5,000	10,000	5,000	5,000	5,000	5,000
PAY OFFICES.												
Boston, Mass.	10,000	15,000	15,000	10,000	10,000	10,000	5,000	.....	.....	.....	.....	5,000
New York, N. Y.	15,000	20,000	20,000	10,000	20,000	10,000	5,000	.....	.....	.....	.....	10,000
Philadelphia, Pa.	10,000	10,000	10,000	10,000	10,000	5,000	.....	.....	.....	.....	.....	5,000
Baltimore, Md.	5,000	5,000	5,000	5,000	5,000	5,000	.....	.....	.....	.....	.....	5,000
Norfolk, Va.	10,000	15,000	15,000	10,000	15,000	10,000	5,000	.....	.....	.....	.....	5,000
San Francisco, Cal.	10,000	15,000	15,000	10,000	15,000	10,000	5,000	.....	.....	.....	.....	10,000
NAVAL ACADEMY.												
Annapolis, Md.	10,000	10,000	15,000	10,000	15,000	10,000	10,000	10,000	5,000	5,000	5,000	10,000

NOTE.—Envelopes required for navy-yards, naval stations, and pay offices will be ordered in large quantities from time to time as may be necessary to replenish stock.

No. 21.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1901, under contracts made by the Postmaster-General, in accordance with section 96 of the act of Congress approved January 12, 1895.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
WHITE.					
1	2,500,000	United States Envelope Co., of Springfield, Mass.	10½ by 4½ inches, first quality paper, 50 pounds..	\$1.67	\$1.79
2	5,000,000	.....do.....	9½ by 4½ inches, first quality paper, 50 pounds..	1.41	1.51
3	10,000	.....do.....	9½ by 4½ inches, first quality paper, 50 pounds..	2.31	2.41
4	16,650,000	.....do.....	8½ by 3½ inches, first quality paper, 50 pounds..	1.29	1.39
5	100,000	.....do.....	8½ by 3½ inches, ungummed, first quality paper, 50 pounds.	1.29	1.39
6	1,500,000	.....do.....	8½ by 3½ inches, first quality paper, 50 pounds..	1.27	1.37
7	100,000	.....do.....	6½ by 3½ inches, first quality paper, 50 pounds..	1.56	1.68
8	200,000	.....do.....	6½ by 3½ inches, first quality paper, 50 pounds..	.94	1.06
9	3,600,000	.....do.....	6 by 3½ inches, first quality paper, 50 pounds..	.82	.92
10	1,100,000	.....do.....	5½ by 3½ inches, first quality paper, 50 pounds..	.78	.85
11	10,000	.....do.....	4½ by 2½ inches, first quality paper, 50 pounds..	.62	.74
CREAM LAID.					
12	190,000	United States Envelope Co., of Springfield, Mass.	10½ by 4½ inches, highly calendered, first quality paper, 60 pounds.	2.16	2.28
13	10,000	.....do.....	10½ by 4½ inches, same as above, 70 pounds.....	2.54	2.66
14	130,000	.....do.....	9½ by 4½ inches, same as above, 60 pounds.....	1.67	1.79
15	200,000	.....do.....	8½ by 3½ inches, same as above, 60 pounds.....	1.51	1.63
16	65,000	.....do.....	8½ by 3½ inches, same as above, 60 pounds.....	1.44	1.56
17	15,000	.....do.....	6½ by 3½ inches, same as above, 60 pounds.....	1.29	1.41
18	580,000	.....do.....	6 by 3½ inches, same as above, 50 pounds.....	.84	.96
19	55,000	.....do.....	5½ by 3½ inches, same as above, 50 pounds.....	.74	.86
AZURE BLUE.					
20	25,000	United States Envelope Co., of Springfield, Mass.	12½ by 6 inches, 60 pounds.....	4.17	4.67
21	16,000	.....do.....	11½ by 5 inches, 50 pounds.....	2.35	2.50
22	300,000	.....do.....	9½ by 4½ inches, 50 pounds.....	1.56	1.68
23	25,000	.....do.....	8½ by 3½ inches, 50 pounds.....	1.44	1.56
24	210,000	.....do.....	6½ by 3½ inches, 50 pounds.....	.96	1.06
25	10,000	.....do.....	5½ by 3½ inches, 50 pounds.....	.87	.99
26	160,000	.....do.....	5½ by 3½ inches, 50 pounds.....	.74	.86
CLOTH LINED.					
27	5,000	R. Carter Ballantyne, of Washington, D. C.	16 by 10 inches (to be made of 60-pound rope manilla).	40.30	40.80
28	500	United States Envelope Co., of Springfield, Mass.	15½ by 10½ inches, white, open end.....	36.00	36.50
29	3,000	.....do.....	15½ by 9½ inches, azure.....	33.40	33.90
30	1,000	.....do.....	13 by 8½ inches, azure.....	28.00	28.50
31	5,000	.....do.....	11½ by 9 inches, azure.....	28.00	28.50
32	2,000	.....do.....	11 by 9 inches, white.....	28.00	28.50
33	16,000	R. Carter Ballantyne, of Washington, D. C.	10½ by 4½ inches, white.....	13.00	13.50
34	90,000	.....do.....	10½ by 4½ inches, azure.....	13.00	13.50
35	5,000	.....do.....	10 by 5 inches, azure.....	14.00	14.50
36	5,000	.....do.....	10 by 4½ inches, white.....	13.00	13.50
37	1,000	.....do.....	9½ by 6½ inches, azure.....	16.52	17.00
38	160,000	.....do.....	9½ by 4 inches, azure.....	9.68	10.18
39	5,000	United States Envelope Co., of Springfield, Mass.	9½ by 4½ inches, white or azure, open end.....	11.25	11.75
40	28,000	R. Carter Ballantyne, of Washington, D. C.	6½ by 4½ inches, azure.....	9.89	10.39
41	20,000	.....do.....	6½ by 3½ inches, azure.....	5.97	6.47
42	5,000	.....do.....	6 by 3½ inches, white or azure, open end.....	7.64	8.10
43	5,000	.....do.....	5 by 2½ inches, white or azure, open side.....	5.55	6.05

No. 21.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., &c.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
			MANILA.		
44	3,000	United States Envelope Co., of Springfield, Mass.	16 by 12 inches (rope manila), first quality paper, 100 pounds.	\$16.34	\$17.34
45	15,000	.....do.....	16 by 10 inches (rope manila), first quality paper, 100 pounds.	12.73	15.73
46	27,000	.....do.....	15 by 12 inches: First quality paper, 100 pounds.....	7.86	8.86
			Jute paper, 100 pounds.....	10.04	11.04
47	200,000	.....do.....	15 by 10 inches: First quality paper, 100 pounds.....	7.24	8.24
			Jute paper, 100 pounds.....	9.15	10.15
48	10,000	.....do.....	15 by 9½ inches (rope manila), first quality paper, 100 pounds.	11.16	12.16
49	3,000	.....do.....	15 by 9 inches: First quality paper, 100 pounds.....	7.72	8.72
			Jute paper, 100 pounds.....	9.63	10.63
50	10,000	.....do.....	14 by 10 inches: First quality paper, 110 pounds.....	8.49	9.49
			Jute paper, 110 pounds.....	9.40	10.40
51	75,000	.....do.....	14 by 10 inches: First quality paper, 100 pounds.....	6.34	7.34
			Jute paper, 100 pounds.....	8.07	9.07
52	60,000	.....do.....	14 by 10 inches: First quality paper, 80 pounds.....	5.86	6.86
			Jute paper, 80 pounds.....	7.25	8.25
53	32,000	.....do.....	13½ by 8½ inches: First quality paper, 80 pounds.....	5.54	6.54
			Jute paper, 80 pounds.....	6.79	7.79
54	25,000	.....do.....	13½ by 10 inches: First quality paper, 80 pounds.....	5.56	6.56
			Jute paper, 80 pounds.....	6.88	7.88
55	5,000	.....do.....	13½ by 9½ inches: First quality paper, 80 pounds.....	6.22	7.22
			Jute paper, 80 pounds.....	7.61	8.61
56	90,000	.....do.....	13 by 11 inches: First quality paper, 80 pounds.....	5.68	6.68
			Jute paper, 80 pounds.....	7.11	8.11
57	16,000	.....do.....	12½ by 10½ inches: First quality paper, 110 pounds.....	7.25	8.25
			Jute paper, 110 pounds.....	9.06	10.06
58	76,000	.....do.....	12½ by 10½ inches: First quality paper, 80 pounds.....	5.67	6.67
			Jute paper, 80 pounds.....	6.99	7.99
59	10,000	.....do.....	12½ by 9½ inches: First quality paper, 60 pounds.....	4.54	5.54
			Jute paper, 60 pounds.....	5.90	6.90
60	155,000	.....do.....	12½ by 9 inches: First quality paper, 100 pounds.....	5.64	6.64
			Jute paper, 100 pounds.....	7.05	8.05
61	35,000	.....do.....	12½ by 9 inches (rope manila), first quality paper, 80 pounds.	7.25	8.25
62	25,000	.....do.....	12½ by 9 inches: First quality paper, 60 pounds.....	3.87	4.87
			Jute paper, 60 pounds.....	4.80	5.80
63	15,000	.....do.....	12½ by 9 inches (rope manila), first quality paper, 60 pounds.	5.82	6.82
64	55,000	.....do.....	12½ by 6 inches, square lap: First quality paper, 80 pounds.....	4.06	5.06
			Jute paper, 80 pounds.....	5.00	6.00
65	55,000	.....do.....	12½ by 5½ inches: First quality paper, 80 pounds.....	3.61	4.61
			Jute paper, 80 pounds.....	4.32	5.32
66	5,000	.....do.....	12 by 10½ inches: First quality paper, 50 pounds.....	3.77	4.52
			Jute paper, 50 pounds.....	3.88	4.68
67	1,010,000	.....do.....	12 by 9½ inches: First quality paper, 50 pounds.....	3.58	4.08
			Jute paper, 50 pounds.....	4.29	4.79
68	225,000	.....do.....	12 by 9½ inches: First quality paper, 80 pounds.....	4.46	5.21
			Jute paper, 80 pounds.....	5.62	6.37

No. 21.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.*—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
MANILA—continued.					
69	375,000	United States Envelope Co., of Springfield, Mass.	12 by 8 inches: First quality paper, 60 pounds	\$3.30	\$3.80
70	120,000	.....do.....	Jute paper, 60 pounds	4.25	4.75
71	25,000	.....do.....	11½ by 8½ inches: First quality paper, 80 pounds	4.54	5.54
72	120,000	.....do.....	Jute paper, 80 pounds	5.57	6.57
73	115,000	.....do.....	11½ by 8½ inches: First quality paper, 80 pounds	4.46	5.46
74	20,000	.....do.....	Jute paper, 80 pounds	5.44	6.44
75	8,000	.....do.....	11½ by 8½ inches: First quality paper, 60 pounds	3.29	4.04
76	77,000	.....do.....	Jute paper, 60 pounds	4.09	4.84
77	100,000	.....do.....	11½ by 7½ inches: First quality paper, 80 pounds	3.88	4.63
78	200,000	.....do.....	Jute paper, 80 pounds	4.74	5.49
79	24,000	.....do.....	11½ by 7½ inches (rope manila), first quality paper, 60 pounds	4.83	5.58
80	10,000	.....do.....	11½ by 7 inches: First quality paper, 80 pounds	4.34	5.09
81	25,000	.....do.....	Jute paper, 80 pounds	5.21	5.96
82	100,000	.....do.....	11½ by 6½ inches (rope manila), first quality paper, 80 pounds	4.74	5.49
83	10,000	.....do.....	11½ by 5 inches: First quality paper, 80 pounds	2.31	2.84
84	50,000	.....do.....	Jute paper, 80 pounds	2.94	3.44
85	5,000	.....do.....	11½ by 5 inches: First quality paper, 60 pounds	1.75	2.25
86	510,000	.....do.....	Jute paper, 60 pounds	2.24	2.74
87	75,000	.....do.....	11½ by 7½ inches: First quality paper, 110 pounds	5.19	5.69
88	50,000	.....do.....	Jute paper, 110 pounds	6.40	6.90
89	10,000	.....do.....	11½ by 7½ inches: First quality paper, 100 pounds	5.54	6.29
90	35,000	.....do.....	Jute paper, 100 pounds	6.64	7.39
91	20,000,000	.....do.....	11 by 9 inches: First quality paper, 60 pounds	3.79	4.54
92	100,000	.....do.....	Jute paper, 60 pounds	4.67	5.42
93	10,000	.....do.....	11 by 8 inches: First quality paper, 80 pounds	3.61	4.36
94	50,000	.....do.....	Jute paper, 80 pounds	4.29	5.04
95	5,000	.....do.....	11 by 7½ inches: First quality paper, 50 pounds	3.01	3.51
96	510,000	.....do.....	Jute paper, 50 pounds	3.91	4.41
97	75,000	.....do.....	11 by 5 inches: First quality paper, 50 pounds	1.31	1.56
98	50,000	.....do.....	Jute paper, 50 pounds	1.73	1.98
99	10,000	.....do.....	10½ by 7½ inches, open end: First quality paper, 50 pounds	2.58	3.08
100	50,000	.....do.....	Jute paper, 50 pounds	3.42	3.92
101	10,000	.....do.....	10½ by 7 inches: First quality paper, 80 pounds	3.43	3.78
102	35,000	.....do.....	Jute paper, 80 pounds	4.18	4.53
103	10,000	.....do.....	10½ by 7 inches, open end: First quality paper, 60 pounds	2.47	2.82
104	50,000	.....do.....	Jute paper, 60 pounds	3.10	3.45
105	10,000	.....do.....	10½ by 7 inches (rope manila), first quality paper, 60 pounds	4.09	4.44
106	35,000	.....do.....	10½ by 7 inches (rope manila), open end, first quality paper, 60 pounds	3.70	4.05
107	20,000,000	.....do.....	10½ by 6½ inches: First quality paper, 110 pounds	4.64	4.99
108	100,000	.....do.....	Jute paper, 110 pounds	5.61	5.96
109	10,000	.....do.....	10½ by 6½ inches: First quality paper, 50 pounds	1.56	1.68
110	10,000	.....do.....	Jute paper, 50 pounds	2.05	2.17
111	10,000	.....do.....	10½ by 6½ inches, open end: First quality paper, 60 pounds	3.45	3.80
112	10,000	.....do.....	Jute paper, 60 pounds	3.09	3.44
113	10,000	.....do.....	10½ by 6 inches: First quality paper, 50 pounds	2.45	2.95
114	10,000	.....do.....	Jute paper, 50 pounds	2.98	3.43

No. 21.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.*

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
			MANILA—continued.		
94	100,000	United States Envelope Co., of Springfield, Mass.	10½ by 4½ inches: First quality paper, 100 pounds	\$2.56	\$3.06
95	10,000	.....do.....	Jute paper, 100 pounds	3.14	3.64
96	75,000	.....do.....	10½ by 8½ inches: First quality paper, 100 pounds	5.36	6.36
97	10,000	.....do.....	Jute paper, 100 pounds	6.42	7.42
98	100,000	.....do.....	10½ by 6½ inches: First quality paper, 50 pounds	1.72	2.07
99	40,000	.....do.....	Jute paper, 50 pounds	2.20	2.55
100	15,000	.....do.....	10½ by 6½ inches (rope manila), first quality paper, 100 pounds	6.63	7.13
101	2,000	.....do.....	10½ by 6½ inches (rope manila), first quality paper, 50 pounds	2.61	3.11
102	5,000	.....do.....	10½ by 4½ inches, ungummed (rope manila), first quality paper, 80 pounds	3.51	4.01
103	210,000	.....do.....	10½ by 4½ inches: First quality paper, 80 pounds	2.57	3.07
104	2,500	.....do.....	Jute paper, 80 pounds	3.03	3.53
105	1,000	.....do.....	10½ by 8½ inches: First quality paper, 80 pounds	4.88	5.63
106	120,000	.....do.....	Jute paper, 80 pounds	5.82	6.67
107	20,000	.....do.....	10½ by 8½ inches: First quality paper, 60 pounds	4.10	4.85
108	100,000	.....do.....	Jute paper, 60 pounds	4.90	5.65
109	75,000	.....do.....	10 by 6½ inches, open end: First quality paper, 40 pounds .....	.91	1.06
110	50,000	.....do.....	Jute paper, 40 pounds	1.16	1.31
111	65,000	.....do.....	10 by 5 inches, double fold: First quality paper, 80 pounds	2.02	2.52
112	160,000	.....do.....	Jute paper, 80 pounds	2.42	2.92
113	50,000	.....do.....	9½ by 6½ inches: First quality paper, 110 pounds	4.83	5.58
114	50,000	.....do.....	Jute paper, 110 pounds	5.89	6.64
115	100,000	.....do.....	9½ by 6½ inches: First quality paper, 100 pounds	3.70	4.20
116	75,000	.....do.....	Jute paper, 100 pounds	4.68	5.08
117	150,000	.....do.....	9½ by 5½ inches: First quality paper, 50 pounds	3.54	4.04
118	350,000	.....do.....	Jute paper, 50 pounds	4.35	4.85
			9½ by 4½ inches: First quality paper, 80 pounds	1.95	2.20
			Jute paper, 80 pounds	2.31	2.56
			9½ by 4½ inches: First quality paper, 80 pounds	2.29	2.79
			Jute paper, 80 pounds	2.75	3.25
			9½ by 4½ inches, ungummed: First quality paper, 80 pounds	2.29	2.79
			Jute paper, 80 pounds	2.75	3.25
			9½ by 4½ inches: First quality paper, 80 pounds	2.03	2.23
			Jute paper, 80 pounds	2.42	2.67
			9½ by 4½ inches, ungummed: First quality paper, 80 pounds	2.03	2.23
			Jute paper, 80 pounds	2.42	2.67
			9½ by 4½ inches: First quality paper, 40 pounds .....	.82	.97
			Jute paper, 40 pounds	1.04	1.19
			9½ by 4½ inches: First quality paper, 60 pounds	1.02	1.17
			Jute paper, 60 pounds	1.35	1.50
			9½ by 4½ inches: First quality paper, 36 pounds .....	.73	.83
			Jute paper, 36 pounds .....	.92	1.02
			8½ by 6½ inches: First quality paper, 110 pounds	3.65	4.15
			Jute paper, 110 pounds	4.38	4.88
			8½ by 3½ inches, ungummed (rope manila): First quality paper, 60 pounds	1.51	1.76
			8½ by 3½ inches: First quality paper, 60 pounds .....	.96	1.11
			Jute paper, 60 pounds	1.23	1.33

No. 21.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous" is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
MANILA—continued.					
119	180,000	United States Envelope Co., of Springfield, Mass.	8½ by 3½ inches, ungummed: First quality paper, 60 pounds.....	\$0.96	\$1.11
120	600,000	.....do.....	Jute paper, 60 pounds.....	1.22	1.38
121	25,000	.....do.....	8½ by 3½ inches, first quality paper, 28 pounds ..	.61	.71
			8½ by 5 inches: First quality paper, 36 pounds.....	1.73	1.98
			Jute paper, 36 pounds.....	1.99	2.24
122	35,000	.....do.....	8½ by 8½ inches, ungummed: First quality paper, 50 pounds.....	.83	1.08
			Jute paper, 50 pounds	1.05	1.30
123	1,010,000	.....do.....	8½ by 3½ inches: First quality paper, 36 pounds.....	.67	.77
			Jute paper, 36 pounds.....	.83	.93
124	750,000	.....do.....	6½ by 8½ inches, first quality paper, 28 pounds.....	.48	.58
125	155,000	.....do.....	6 by 3½ inches, first quality paper, 28 pounds ..	.39	.49
126	100,000	.....do.....	6 by 3½ inches, open end, ungummed (rope manila), first quality paper, 80 pounds.....	2.34	2.59
127	680,000	.....do.....	5½ by 3½ inches, open end (rope manila), first quality paper, 80 pounds.....	2.11	2.36
128	15,000	.....do.....	5½ by 3½ inches, first quality paper, 28 pounds.....	.37	.47
129	50,000	.....do.....	5½ by 4 inches, open end, ungummed (rope manila), first quality paper, 80 pounds.....	2.18	2.43
130	50,000	.....do.....	5½ by 4 inches, open end, ungummed (rope manila), first quality paper, 36 pounds.....	1.28	1.53
131	50,000	.....do.....	5½ by 3½ inches, open end, ungummed (rope manila), first quality paper, 36 pounds.....	.74	.84
132	300,000	.....do.....	4½ by 2½ inches: First quality paper, 40 pounds.....	.88	.48
			Jute paper, 40 pounds.....	.46	.56
133	150,000	.....do.....	4½ by 2½ inches, open end: First quality paper, 50 pounds.....	.44	.54
			Jute paper, 50 pounds .....	.52	.62
134	15,000	.....do.....	2 by 2 inches: First quality paper, 50 pounds.....	1.11	1.36
			Jute paper, 50 pounds.....	1.15	1.40
135	10,000	R. P. Andrews & Co., of Washington, D. C.	10 by 7 inches, open end (tension envelope), 80 pounds.....	7.00	7.00
136	3,000	.....do.....	9½ by 6½ inches, open end (tension envelope), 60 pounds.....	6.00	6.00
137	2,000	.....do.....	10½ by 4½ inches, open end (tension envelope), 60 pounds.....	5.75	5.75
138	10,000	.....do.....	10½ by 6½ inches, open end (tension envelope), 50 pounds.....	6.00	6.00
MISCELLANEOUS.					
139	35,000	R. Carter Ballantyne, of Washington, D. C.	9½ by 4 inches: Crane's parchment vellum, 70-pound, No. 10, Govt.....	10.50	.....
		.....do.....	Hurd's royal vellum, 70-pound, No. 10, Govt.....	7.34	.....
		.....do.....	Hurd's velvet finish parchment, 70-pound, No. 10, Govt.....	6.28	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's Westminster vellum, 70-pound, No. 3, cream.....	9.65	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s royal Irish linen, vellum finish, No. C 220, Govt. 10.....	9.10	.....
140	80,000	R. Carter Ballantyne, of Washington, D. C.	9½ by 4 inches: Hurd's imperial ledger, No. 10, Govt., blue ..	7.34	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's woven linen, azure.....	8.98	.....
141	20,000	R. Carter Ballantyne, of Washington, D. C.	9½ by 4 inches: Crane's distaff, 54-pound, No. 10, Govt.....	8.95	.....
		.....do.....	Hurd's Irish linen, 54-pound, No. 10, Govt., cream.....	5.69	.....

No. 21.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," as per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
			MISCELLANEOUS—continued.		
141	20,000	William H. Rupp and R. P. Andrews & Co., of Washington, D. C. American News Company, of New York, N. Y.	Whiting's standard linen, 54-pound, cream.	\$8.98	.....
142	50,000	R. Carter Ballantyne, of Washington, D. C. .....do..... American News Company, of New York, N. Y.	Marcus Ward & Co.'s royal Irish linen, No. 211, Govt. 10, white or cream.	8.10	.....
			8½ by 3½ inches: Hurd's Egyptian linen, 20-pound, No. 9, Govt., cream.	5.04	.....
			Hurd's Egyptian linen, 16-pound, No. 9, Govt., cream.	4.54	.....
			Marcus Ward & Co.'s monarch bond, No. 9, Govt., No. 2017 or No. 2067, white or asure.	5.75	.....
143	30,000	R. Carter Ballantyne, of Washington, D. C.	8½ by 3½ inches: Crane's parchment vellum, 70-pound, No. 9, Govt.	9.27	.....
144	20,000	R. Carter Ballantyne, of Washington, D. C. .....do..... .....do..... William H. Rupp and R. P. Andrews & Co., of Washington, D. C. American News Co., of New York, N. Y.	8½ by 3½ inches: Crane's bond, No. 26, No. 9, Govt. Hurd's royal quality bond, No. 9, Govt. Hurd's bank note bond, No. 20, No. 9, Govt.. Whiting's bond, No. 25, Treasury No. 3, white.	9.97 5.44 5.04 9.98	....................
			Marcus Ward & Co.'s monarch bond, No. 2017 or No. 2067, Govt. 9, white or asure.	5.75	.....
145	25,000	R. Carter Ballantyne, of Washington, D. C. American News Co., of New York, N. Y.	8½ by 3½ inches: Hurd's royal vellum, 60-pound, No. 9, Govt., cream. Marcus Ward & Co.'s flaxen wove, No. 2250, Govt. 9.	5.98 6.50	..........
146	20,000	R. Carter Ballantyne, of Washington, D. C. William H. Rupp and R. P. Andrews & Co., of Washington, D. C. .....do..... R. P. Andrews & Co., of Washington, D. C. .....do..... American News Co., of New York, N. Y.	8½ by 3½ inches: Hurd's Irish linen, 54-pound, No. 9, Govt., cream. Whiting's Westminster vellum, 70-pound, Treasury 2, cream. Whiting's Irish linen, Treasury 2, cream.... Whiting's French Organdie, Senate 2, white.	5.24 9.81 6.48 8.31	....................
			Whiting's angora finish, 60-pound, Senate 2, white.	7.98	.....
			Marcus Ward & Co.'s court vellum, No. 1211, Govt. 9, cream.	5.10	.....
147	5,000	R. Carter Ballantyne, of Washington, D. C. .....do..... William H. Rupp and R. P. Andrews & Co., of Washington, D. C. American News Co., of New York, N. Y.	6½ by 3½ inches: Crane's bond No. 29, N. S. 6½ Hurd's bank note bond, No. 20, N. S. 6½ Whiting's bond, No. 29, N. S. 6½, white.....	7.12 3.08 7.15	...............
			Marcus Ward & Co.'s monarch bond, No. 2017-7, white.	3.55	.....
148	30,000	R. Carter Ballantyne, of Washington, D. C. William H. Rupp and R. P. Andrews & Co., of Washington, D. C. American News Co., of New York, N. Y.	6 by 3½ inches: Hurd's royal vellum, 60-pound, N. S. 6, cream. English vellum, 60-pound, N. S. 6½, white...	3.82 2.88	..........
			Marcus Ward & Co.'s shagreen vellum, No. 2320-7, white.	3.20	.....

No. 21.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
			MISCELLANEOUS—continued.		
149	64,000	R. Carter Ballantyne, of Washington, D. C.	6 by 3½ inches: Crane's distaff, 42-pound, N. S. 6, cream	\$3.97	.....
		do	Crane's twilled flax, 42-pound, N. S. 6.....	3.82	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D.C.	Whiting's standard linen, 42-pound, N. S. 6½, cream.	4.88	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s hand-spun linen, No. 2811-7.	3.95	.....
150	61,000	R. Carter Ballantyne, of Washington, D. C.	6 by 3½ inches: Hurd's imperial ledger, N. S. 6, blue.....	3.66	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D.C.	Whiting's woven linen, N. S. 6½, steel.....	4.65	.....
151	45,000	R. Carter Ballantyne, of Washington, D. C.	6 by 3½ inches: Crane's bond, No. 21, white wove, N. S. 6, unglazed.	4.24	.....
		do	Hurd's bank note bond, No. 16, N. S. 6, white.	2.49	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D.C.	Whiting's organdie bond, N. S. 6½, white ...	4.98	.....
		do	Whiting's bond, No. 21, N. S. 6½, white.....	4.48	.....
		William H. Rupp, of Washington, D.C.	Marcus Ward & Co.'s entre-nous, 2017 Victoria 1.	4.95	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s monarch bond, No. 2017-7.	3.55	.....
		R. P. Andrews & Co., of Washington, D. C.	Whiting's Westminster vellum, 50-pound, N. S. 6½, cream.	5.65	.....
152	5,000	R. Carter Ballantyne, of Washington, D. C.	6 by 3½ inches: Crane's parchment vellum, 70-pound, N. S. 6.	5.00	.....
		do	Crane's parchment vellum, 70-pound, bar. 2.	4.22	.....
		do	Hurd's royal vellum, 70-pound, N. S. 6.....	3.66	.....
		do	Hurd's royal vellum, 70-pound, bar. 2.....	3.19	.....
153	10,000	do	6 by 3½ inches: Hurd's Egyptian linen, 20-pound, N. S. 6, blue.	2.74	.....
		do	Hurd's Egyptian linen, 16-pound, N. S. 6, blue.	2.42	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s monarch bond, No. 2057-7, azure.	3.55	.....
154	25,000	R. Carter Ballantyne, of Washington, D. C.	6 by 3½ inches: Crane's distaff linen, 64-pound, N. S. 6, cream.	4.98	.....
		do	Hurd's royal white linen, 64-pound, N. S. 6.	2.16	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's standard linen, 70-pound, N. S. 6½, white.	6.15	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s royal Irish linen, No. 210-7.	6.00	.....
155	5,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 3½ inches: Crane's parchment vellum, 70-pound, N. S. 6	5.20	.....
		do	Crane's parchment vellum, 50-pound, N. S. 6	3.98	.....
		do	R. & P., P. V., No. 2560, 6 P. F.	3.65	.....
		do	Hurd's royal vellum, 60-pound, N. S. 6, cream.	3.82	.....
156	5,000	do	5½ by 3½ inches: Crane's distaff, 54-pound, N. S. 6.....	4.48	.....
		do	Crane's twilled flax, 54-pound, N. S. 6.....	3.50	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s hand-spun linen, No. 2811-7, cream.	3.95	.....

No. 21.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
			MISCELLANEOUS—continued.		
157	5,000	R. Carter Ballantyne, of Washington, D. C. .....do..... William H. Rupp and R. P. Andrews & Co., of Washington, D. C. .....do..... American News Company, of New York, N. Y.	5½ by 3½ inches: Crane's twilled flax, 42-pound, "Gladstone". Hurd's Irish linen, 54-pound, "Gladstone," cream. Whiting's woven linen, "Lakewood," white. Whiting's standard linen, 54-pound, "Lakewood," white. Marcus Ward & Co.'s hand-spun linen, No. 2811, Vic. 1, cream.	\$3.32 2.82 4.65 4.58 3.50	
158	40,000	William H. Rupp and R. P. Andrews & Co., of Washington, D. C. .....do..... American News Co., of New York, N. Y.	5½ by 3½ inches: Whiting's woven linen, 60-pound, N. S. 4½, assure. Whiting's standard linen, 54-pound, N. S. 4½, white. Marcus Ward & Co.'s Flaxen Wove, No. 2220-Vic. 1, or No. 2250-Vic. 1, white or assure.	4.65 4.58 4.50	
159	297,000	R. Carter Ballantyne, of Washington, D. C. .....do..... .....do..... .....do..... American News Co., of New York, N. Y.	5½ by 4½ inches: Hurd's Ideal Linen, 54-pound, N. S. 5½..... Hurd's Irish Linen, 54-pound, N. S. 5½..... R. & P., P. I. L., No. 520-6, Bar. C. M..... Hurd's Cambridge linen, 54-pound, N. S. 5½, cream. Marcus Ward & Co.'s hand-spun linen, No. 2811, Bar. 6, cream.	4.24 4.24 3.85 3.55 3.80	
160	30,000	R. Carter Ballantyne, of Washington, D. C. .....do..... .....do..... American News Co., of New York, N. Y.	5½ by 4½ inches: Crane's Distaff, 42-pound, N. S. 5½..... Hurd's Egyptian linen, 20-pound, N. S. 5½.... Hurd's Egyptian linen, 16-pound, N. S. 5½.... Marcus Ward & Co.'s Monarch Bond, No. 2017, Bar. 6, white.	6.10 4.32 3.85 3.70	
161	59,000	R. Carter Ballantyne, of Washington, D. C. .....do..... William H. Rupp and R. P. Andrews & Co., of Washington, D. C. .....do..... William H. Rupp, of Washington, D. C., and American News Co., of New York, N. Y. American News Co., of New York, N. Y.	5½ by 3½ inches: Crane's Distaff, 54-pound, N. S. 5..... Hurd's Irish linen, 54-pound, N. S. 5..... Whiting's standard linen, 54-pound, N. S. 5. Whiting's French organdie, 5 sq., white... Marcus Ward & Co.'s royal Irish linen, No. 211-6. Marcus Ward & Co.'s hand-spun linen, No. 2811-6, cream.	4.48 2.82 4.18 3.98 4.40 3.20	
162	71,000	R. Carter Ballantyne, of Washington, D. C. .....do..... .....do..... .....do..... American News Company of New York, N. Y. .....do.....	5½ by 3½ inches: R. & P., P. I. L., No. 520-5, P. F., C. H. F..... Hurd's Irish linen, 54-pound, N. S. 5..... Hurd's Ideal linen, 54-pound, N. S. 5..... Hurd's Cambridge linen, 54-pound, N. S. 5..... Marcus Ward & Co.'s hand-spun linen, No. 2811-6. Marcus Ward & Co.'s royal Irish linen, No. 211-6, cream.	3.15 2.82 2.82 2.34 3.20 4.40	

No. 21.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.*

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous" is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
			MISCELLANEOUS—continued.		
163	23,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 3½ inches: Hurd's royal vellum, 60-pound, N. S. 6, white.	\$3.32	.....
		.....do.....	Hurd's royal vellum, 50-pound, N. S. 6, white.	2.96	.....
		.....do.....	R. & P., P. V., No. 2540-5, P. F.	2.85	.....
		.....do.....	Hurd's velvet finish parchment, 60-pound N. S. 6, cream.	2.70	.....
		American News Company of New York, N. Y.	Marcus Ward & Co.'s shagreen vellum, 2320-6.	2.75	.....
164	18,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 3½ inches: Crane's parchment vellum, 50-pound, N. S. 5.	3.98	.....
		.....do.....	Hurd's royal vellum, 50-pound, N. S. 5.	2.96	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's Westminster vellum, 50-pound, N. S. 5, cream.	3.65	.....
165	60,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: Crane's distaff, 64-pound, N. S. 5½	6.30	.....
		.....do.....	Hurd's royal linen, 60-pound, N. S. 5½, white.	5.19	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's standard linen, 70-pound, "Jupiter," white.	7.65	.....
		William H. Rupp, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, No. 210-13.	5.96	.....
166	5,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: Hurd's royal vellum, 60-pound, N. S. 5½	4.00	.....
167	5,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 3½ inches: Hurd's standard linen, 70-pound, royal	2.80	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's standard linen, 70-pound, royal, cream.	6.15	.....
168	40,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 3½ inches: Crane's distaff, 54-pound, N. S. 5	4.48	.....
		.....do.....	Hurd's Irish linen, 54-pound, N. S. 5	2.82	.....
		.....do.....	Hurd's ideal linen, N. S. 5	2.82	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's standard linen, 54-pound, N. S. 5, cream.	4.18	.....
		.....do.....	Whiting's French organdie, 5 sq., white.	3.98	.....
		American News Co., of New York, N. Y.	Marcus Ward & Co.'s royal Irish linen, No. 211-6.	4.25	.....
169	150,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: Crane's distaff, 54-pound, bar 1	4.47	.....
		.....do.....	Hurd's Irish linen, 54-pound, bar 1	2.80	.....
		.....do.....	Hurd's ideal linen, 54-pound, bar 1	2.80	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's standard linen, 54-pound "Jupiter," cream.	6.31	.....
		.....do.....	Whiting's French organdie, "Jupiter," white.	5.65	.....
		William H. Rupp, of Washington, D. C., and American News Co., of New York, N. Y.	Marcus Ward & Co.'s royal Irish linen, No. 211-13 O. K. or W221-13 O. K.	5.50	.....
170	10,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: Hurd's standard linen, 70-pound, bar. 1, cream.	2.94	...

No. 21.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
			MISCELLANEOUS—continued.		
170	10,000	William H. Rupp and R. P. Andrews & Co., of Washington, D.C.	Whiting's standard linen, 70-pound, N. S. 4½, white.	\$6.15	.....
171	15,000	R. Carter Ballantyne of Washington, D. C.	5½ by 4½ inches: R. & P., No. 1096-5, bar. XXX, white	1.22	.....
	.....do.....	.....do.....	Hurd's standard linen, 60-pound, bar. 1, white.	2.47	.....
172	10,000	.....do.....	5½ by 4½ inches: Crane's parchment vellum, 50-pound, bar. 1, cream.	3.98	.....
	.....do.....	.....do.....	Hurd's royal vellum, 50-pound, bar. 1, white.	2.98	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D.C.	Whiting's Westminster vellum, 50-pound, N. S. 4½, cream.	3.65	.....
		.....do.....	Whiting's French organdie, N. S. 4½, white.	4.65	.....
173	15,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: R. & P., P. V., No. 2560-5, bar	3.60	.....
	.....do.....	.....do.....	Hurd's velvet-finish parchment, 60-pound, bar. 1.	2.70	.....
	.....do.....	.....do.....	Hurd's velvet-finish parchment, 50-pound, bar. 1.	2.56	.....
		American News Co., of New York, N. Y.	Marcus Ward & Co.'s shagreen vellum, No. 2320-13, white.	3.50	.....
174	100,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: Crane's distaff, 42-pound, bar. 1, cream	3.97	.....
	.....do.....	.....do.....	Crane's twilled flax, 42-pound, bar. 1	3.32	.....
	.....do.....	.....do.....	Hurd's Egyptian linen, 20-pound, bar. 1, cream.	2.74	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D.C.	Whiting's standard linen, 42-pound, N. S. 4½, white.	4.38	.....
		William H. Rupp, of Washington, D. C., and American News Co., of New York, N. Y.	Marcus Ward & Co.'s hand-spun linen, No. 2811-13.	3.80	.....
175	6,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: Crane's old style, 70-pound, bar. 1	5.00	.....
	.....do.....	.....do.....	Hurd's frosted vellum, bar. 1	2.70	.....
176	6,000	.....do.....	5½ by 4½ inches: Crane's bond, No. 25, Bar. 1	5.08	.....
	.....do.....	.....do.....	Hurd's bank-note bond, No. 20, bar. 1, white.	2.74	.....
177	50,000	.....do.....	5½ by 4½ inches: Crane's distaff, 26-pound, bar. 1, cream	3.32	.....
	.....do.....	William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Hurd's Egyptian linen, 12-pound, bar. 1	2.27	.....
		American News Co., of New York, N. Y.	Whiting's standard linen, 26-pound, N. S. 4½, cream.	3.88	.....
			Marcus Ward & Co.'s royal Irish linen, extra thin, No. 219-13, cream-laid or wove.	3.85	.....
178	60,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: Hurd's Irish linen, 54-pound, bar. 1, cream.	2.82	.....
	.....do.....	.....do.....	Hurd's Egyptian linen, 20-pound, bar. 1 ...	2.74	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's standard linen, 54-pound, N. S. 4½, white.	4.58	.....
		.....do.....	Whiting's woven linen, N. S. 4½, white	4.65	.....
		William H. Rupp, of Washington, D. C., and American News Co., of New York, N. Y.	Marcus Ward & Co.'s hand-spun linen, No. 2811-13.	3.80	.....

No. 21.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.*

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches).	Price per thousand.	
				Plain.	Printed.
			MISCELLANEOUS—continued.		
179	5,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches: Crane's bond, No. 29, bar. 1	\$5.93	.....
		.....do	Hurd's bank note bond, 24-pound, bar. 1, cream.	3.05	.....
180	5,000	.....do	5½ by 4½ inches:		
		.....do	Crane's distaff, 54-pound, bar. 1	4.48	.....
		.....do	Crane's distaff, 42-pound, bar. 1	3.97	.....
		.....do	Crane's distaff, 54-pound, bar. 2	3.82	.....
		American News Co., of New York, N. Y., and William H. Rupp, of Washington, D. C.	Crane's distaff, 42-pound, bar. 2	3.40	.....
			Marcus Ward & Co.'s hand-spun linen, No. 2811-18.	3.80	.....
181	5,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches:		
		.....do	Crane's super., 60-pound, bar. 1, laid or wove.	3.54	.....
182	2,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4 inches:		
		.....do	Hurd's satin wove, 60-pound, bar. 1	2.99	.....
			Hurd's distaff, 26-pound, bar. 1, cream	3.32	.....
			Hurd's Egyptian linen, 12-pound, bar. 1, cream.	2.27	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s royal Irish linen, extra thin, laid or wove, No. 229-13.	3.85	.....
183	5,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4 inches:		
		.....do	Crane's kid finish, 60 pound, bar. 1, cream..	4.16	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Hurd's royal vellum, 60-pound, bar. 1, cream	3.32	.....
			Whiting's angora finish, N. S. 4½	3.98	.....
184	5,000	R. Carter Ballantyne, of Washington, D. C.	4½ by 3½ inches:		
		.....do	Crane's old style, bar. 2, cream	4.22	.....
185	16,000	.....do	Hurd's frosted vellum, 60-pound, bar. 2	2.41	.....
			4½ by 3½ inches:		
		.....do	Crane's distaff, 42-pound, bar. 2, cream	3.40	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Crane's twilled flax, 42 pound, bar. 2	2.83	.....
			Whiting's standard linen, 42-pound, N. S. 3½, white.	3.98	.....
		R. P. Andrews & Co., of Washington, D. C.	Whiting's Westminster vellum, 70-pound, N. S. 3½, cream.	4.81	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s hand-spun linen, No. 2811-12, cream.	3.25	.....
186	5,000	R. Carter Ballantyne, of Washington, D. C.	4½ by 3½ inches:		
		.....do	Hurd's parchment vellum, 70-pound, bar. 2.	4.22	.....
		.....do	Hurd's royal vellum, 70-pound, bar. 2	3.22	.....
187	5,000	.....do	4½ by 3½ inches:		
		.....do	Crane's kid finish, 60-pound, bar. 2	3.52	.....
		.....do	Hurd's royal vellum, 60-pound, bar. 2, white	2.80	.....
188	5,000	.....do	4½ by 3½ inches:		
		.....do	Crane's bond No. 21, Bar. 2	4.24	.....
		.....do	Hurd's bank-note bond, 20-pound, Bar. 2 ..	2.44	.....
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s Monarch bond, No. 2017-12, white.	3.00	.....
189	70,000	R. Carter Ballantyne, of Washington, D. C.	4½ by 3½ inches:		
		.....do	Crane's Distaff, 54-pound, Bar. 2, cream....	3.28	.....
		.....do	Hurd's Irish linen, 54-pound, Bar. 2, cream.	2.50	.....
		.....do	Hurd's Ideal linen, 54-pound, Bar. 2	2.50	.....
		William H. Rupp and R. P. Andrews & Co., of Washington, D. C.	Whiting's standard linen, 54-pound, N. S. 3½, white.	4.18	.....

No. 21.—*Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., etc.—Continued.*

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes (weight stated, except "miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches)	Price per thousand.	
				Plain.	Printed.
MISCELLANEOUS—continued.					
189	70,000	William H. Rupp, and R. P. Andrews & Co., of Washington, D.C. American News Company, of New York, N. Y.	4½ by 3½ inches—Continued. Whiting's French organdie, N. S. 3½ white.	\$3.98	.....
			Marcus Ward & Co.'s royal Irish linen, No. 211-12.	4.15	.....
190	5,000	R. Carter Ballantyne, of Washington, D. C. .....do	4½ by 3½ inches: Crane's Distaff, 54-pound, Bar. 2, and Norman, cream. Hurd's Irish linen, 54-pound, Bar. 2 and Norman.	3.82 2.50	..........
		American News Company, of New York, N. Y.	Marcus Ward & Co.'s hand-spun linen, No. 2311-13, cream.	3.80	.....
191	5,000	R. Carter Ballantyne, of Washington, D. C. .....do	3½ by 2½ inches: Hurd's Cambridge linen, 54-pound, N. S. O.. Hurd's Irish linen, 54-pound, N. S. O., cream.	1.70 1.81	..........
192	50,000	.....do	5½ by 3½ inches, No. 744-5, Government gold pay	.68	.....

CONCLUSION.

In conclusion, I wish to commend the officers, clerks, and others of this Bureau who have contributed to the results accomplished during the year covered by this report in the close attention given to, and the painstaking discharge of, their official duties.

Very respectfully,

EDWIN C. MADDEN,

Third Assistant Postmaster-General.

Hon. CHARLES EMORY SMITH,

Postmaster-General.



REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1901.

REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 13, 1901.

SIR: I have the honor to invite your attention to the following statement of the operations of this Bureau for the fiscal year ended June 30, 1901:

The work of the Bureau has increased proportionately with the enormous increase in the postal business of the country. Additional help is needed in the various divisions, especially that of post-office inspectors and mail depredations. While in the division of appointments the number of appointments was not so great as during the years 1897 and 1898, yet the work of the division is voluminous and exacting. The work of the division of bonds and commissions is up to date, a condition which has not existed heretofore for many years; and the enormous amount of work devolving upon the inspectors' division because of the vast increase in the postal business of the country can be appreciated only by those intimately acquainted with the detail work which is daily referred to that division for prompt attention.

THE DIVISION OF APPOINTMENTS.

To the division of appointments are referred all papers relating to the appointment of postmasters, to be briefed, jacketed, and filed for the consideration of the Fourth Assistant Postmaster-General, the Postmaster-General, and the President.

The work of this division relates to the appointment of postmasters, establishment and discontinuance of post-offices, deaths and resignations of postmasters, changes in post-office names and sites, and complaints and charges against postmasters.

APPOINTMENT OF POSTMASTERS.

There were more appointments of postmasters during the last fiscal year than during the preceding year. The total number of appointments for the year ended June 30, 1900, was 15,142, while for the year ended June 30, 1901, they amounted to 15,657. This increase was

caused by the increase in the number of resignations of postmasters, which necessitated the appointment of successors. During the year special attention was given to the discipline of postmasters for irregularities, which resulted in a slight increase in the number of removals for cause. The service rendered by postmasters, especially of the fourth class, has gradually improved, and has never been more efficient in the history of the Department than it was during the fiscal year 1901.

For convenience the division is divided into sections of two or more States, with a clerk in charge of each section. These section clerks are under the supervision of the chief of the division. Books of record are kept, showing, by States, the names of post-offices, alphabetically arranged, and the names of postmasters and the dates of their appointment and dates upon which they are commissioned. These records also show the names of all the postmasters who have served at a given place for several years past.

A journal is kept by the chief of the division, containing the daily record of all changes in postmasters, changes in the names of post-offices, showing the county and State in which the post-office is located, the name of the retiring postmaster, the name of the appointee, and the reason for the change; also a record of the establishment and discontinuance of post-offices. A condensed weekly report is made from this daily journal.

In the preparation of papers in the appointment division, post-offices are divided into two general classes—Presidential and fourth class.

A Presidential office is an office where the salary of the postmaster amounts to not less than \$250 per quarter for four consecutive quarters, and the gross receipts for the same time amount to \$1,900. When an office has paid the above amount for four consecutive quarters, and the gross receipts have amounted to \$1,900 or more, it is then advanced to the Presidential class.

Presidential offices are divided into three classes—first, second, and third. A first-class office is one in which the gross receipts are over \$40,000 per annum, the salary of the postmaster of the same being from \$3,000 to \$6,000. A second-class office is one where the gross receipts amount to \$8,000 and not exceeding \$40,000 per annum, the salary of the postmasters of this class being from \$2,000 to \$2,900 per annum. A third-class office is one where the gross receipts are \$1,900 and not exceeding \$8,000 per annum, the salary of the postmaster being from \$1,000 to \$1,900 per annum.

Fourth-class offices comprise all offices where the receipts are less than \$1,900 per annum, or where the compensation of the postmaster does not amount to \$250 per quarter for four consecutive quarters. Fourth-class offices are divided into two kinds—money-order and nonmoney-order. A money-order office is one where money orders are sold in all sums not exceeding \$100.

Presidential postmasters are appointed by the President and confirmed by the Senate. Papers in all Presidential cases are prepared in the appointment division and submitted to the Fourth Assistant Postmaster-General, and by him to the Postmaster-General, who in turn submits them to the President with whatever recommendation he may have to make. When the Senate is in session, the President sends the names of Presidential postmasters to the Senate for consideration. When these nominations by the President are confirmed by the Senate, notice of appointment is mailed from the bond division to the appointees.

After the bond of the newly appointed postmaster is filed and approved a commission is issued. The commission dates from the date of confirmation, and is for a term of four years. When the Senate is not in session, a vacation appointment may be made. In vacation appointments cases are prepared for the consideration of the Postmaster-General and the President in the same way as above stated. The President signs the appointment of the postmaster, notice and blank bond are immediately forwarded him, and upon the approval of the bond he is commissioned, which commission holds until the adjournment of the first session of the Senate following his appointment, or until his successor is nominated and confirmed by the Senate, unless said commission be sooner revoked by the President.

When the Senate meets, the President nominates postmasters for all vacancies that have occurred during the recess of the Senate. He may nominate the postmaster appointed in vacation, or some other candidate, if he prefers. Upon the confirmation of any postmaster by the Senate the commission of the postmaster appointed for the vacation terminates, and upon the filing of a bond the postmaster is commissioned for a term of four years from the date of his confirmation.

Fourth-class postmasters are appointed by the Postmaster-General. This class of cases is prepared in the appointment division and submitted by the chief of the division to the Fourth Assistant Postmaster-General, who initials the jackets authorizing the appointment of postmasters. Notice of appointment and blank bond are sent out by the bond division to the appointee, and upon the approval of his bond a commission is issued, signed by the Postmaster-General, dating from the date upon which the commission is issued.

ESTABLISHMENT OF POST-OFFICES.

It is the policy of this Bureau to establish a post-office wherever it is desired, if it is shown that it will accommodate a reasonable number of people, the purpose being to give the people the most convenient mail facilities possible. It is believed that such a policy contributes to popular intelligence and good citizenship. When a substantial request is made for a new post-office, blanks covering the necessary inquiries are forwarded. When returned, favorable or adverse action is taken, as the good of the service may direct. The petitioners are always advised of the decision of the Department and reasons therefor.

The record of establishments during the last five fiscal years is as follows: 1897, 1,601; 1898, 3,601; 1899, 2,935; 1900, 3,600; 1901, 3,294.

DISCONTINUANCE OF POST-OFFICES.

In case a post-office ceases to be a public necessity, or it is impossible to secure a suitable postmaster, it is discontinued; but before discontinuance a public notice is posted upon the door of the post-office for fifteen days, stating that upon a certain day the office will be discontinued. If in the meantime, however, the people petition for its continuance, and present a suitable candidate for postmaster, the office is continued and the person whose name they present for postmaster is appointed.

There have been 1,125 more post-offices discontinued during the last fiscal year than during the preceding fiscal year. The principal causes

for the large increase in the number of post-offices discontinued have been the extension of the rural free delivery service and the establishment of rural free delivery stations in lieu of fourth-class post-offices, the extension of city delivery service so as to include offices adjacent to large Presidential offices, and the improvement of the public highways. The extension of rural free delivery has resulted in the discontinuance of 1,226 post-offices during the year, the salaries of postmasters at said offices aggregating \$79,336.

PRIVATE POST-OFFICES.

Increased diligence has been exercised in the suppression of private post-offices. Wherever it is found that a post-office is conducted for the sole benefit of some corporation, factory, nursery company, patent-medicine firm, or other private business institution it is discontinued. Such company or corporation usually has some one connected with the institution appointed postmaster, and the firm receives the benefit of the cancellations, or the salary and allowances of the postmaster. To permit such post-offices to exist not only greatly reduces the revenues of the Department, but may be fruitful of fraud, and is, in the judgment of this Bureau, very much against public policy. In some instances these corporations or business institutions derived thousands of dollars of revenue from the Government, which virtually amounted to a commission or discount on their postal business.

Many such offices have been discontinued during the year and the establishment of others refused.

DEATHS AND RESIGNATIONS OF POSTMASTERS.

Upon receiving notice of the death of a postmaster, a record of the same is made and the division of bonds and commissions is notified, which division then notifies the sureties that they are required to take possession of the office and appoint an acting postmaster, to serve until a successor to the deceased postmaster may be appointed. When the resignation of a postmaster is received it is filed, and steps are at once taken to secure a successor. During the year there were 48 resignations of Presidential postmasters and 53 deaths, an increase of 1 in the number of resignations and 8 in the number of deaths over the preceding fiscal year. There were 895 deaths of fourth-class postmasters and 8,791 resignations, a decrease of 24 in the number of deaths and an increase of 778 in the number of resignations, as compared with the preceding fiscal year. The material prosperity of the country has doubtless contributed to the large increase in the number of resignations of postmasters. Men have found it more profitable to devote their time to private enterprise than to the public service, especially in the smaller offices.

CHANGES IN NAMES AND SITES.

In the naming of post-offices it is the policy of the Bureau to give plain, simple names, of a single word. This rule, however, is frequently interfered with by local conditions. A sentiment emanating from some historical incident, or business interests of the locality, may create in the minds of the people a desire for a special name that does not conform to the rule, and in deference to this sentiment or

interest the Bureau often finds it necessary to make exceptions to the rule.

In the changing of the sites of fourth-class post-offices the greatest convenience to the largest number of patrons is considered. In many cases bitter controversies arise over the location of a post-office, and it is found necessary to detail an inspector to make an investigation of the matter in person.

COMPLAINTS AGAINST POSTMASTERS.

The number of complaints against postmasters has been about the same during the fiscal year as in former years. Whenever it appears from their nature that they are worthy of consideration careful attention is given the same, and if the gravity of the case warrants it is referred to an inspector for investigation. Whenever it appears that a postmaster has violated the postal laws and regulations, and the offense does not seem of sufficient gravity to warrant his removal from office, an official reprimand is forwarded to the postmaster, a copy of which is filed with the division of appointments against his record.

The following tables and explanatory notes in connection therewith give a comprehensive idea of the work done in the appointment division for the fiscal year:

OPERATIONS OF THE APPOINTMENT DIVISION.

Post-offices established, discontinued, advanced to Presidential grade, relegated to fourth class, total number of offices, etc.

	June 30—		Increase.	Decrease.
	1900.	1901.		
Post-offices established.....	3,600	3,294		306
Post-offices discontinued.....	1,912	3,037	1,125	
Fourth-class offices advanced to Presidential.....	269	257		12
Presidential offices relegated to fourth class.....	15	11		4
Number of Presidential offices.....	4,233	4,466	233	
Number of fourth-class offices.....	72,465	72,479	24	
Total number of offices.....	76,688	76,945	257	

APPOINTMENTS DURING THE YEAR.

Presidential offices:				
On resignations.....	47	48	1	
On deaths.....	45	53	8	
On expiration of terms.....	288	184		104
On removals.....	56	49		7
On offices becoming Presidential.....	271	255		16
Total number of Presidential appointments during the year.....	707	549	9	127
Fourth-class offices:				
On resignations.....	8,013	8,791	778	
On deaths.....	919	896		24
On removals at expiration of four years' service.....	1,263	1,394	131	
On removals.....	628	687	59	
On offices relegated from Presidential to fourth class.....	14	11		3
On establishments.....	3,598	3,290		308
Total number of fourth-class appointments.....	14,435	15,068	968	336
Total number of appointments.....	15,142	15,657		

ESTABLISHMENTS, DISCONTINUANCES, AND CHANGES OF NAMES AND SITES.

Total number of post-offices established during the year.....	3,294
Total number of post-offices discontinued during the year.....	3,037
Total number of names and sites changed.....	2,794

TABLE A.—*Showing number of appointments of Presidential offices during the year, by States and Territories.*

States and Territories.	Re- signed.	Commis- sions expired.	Re- moved.	De- ceased.	Offices become Presiden- tial.	Total number of cases.
Alabama.....			1	1	3	5
Alaska.....		1				1
Arizona.....	2				1	3
Arkansas.....	1	1			8	10
California.....	2	11	1		14	28
Colorado.....	1	1	4		8	9
Connecticut.....						
Delaware.....					1	1
District of Columbia.....						1
Florida.....		1	1	3	3	8
Georgia.....	1	2	1	2	3	9
Idaho.....	1	2			2	5
Illinois.....	3	5	2	1	9	20
Indiana.....	4	8	2	3	7	24
Indian Territory.....		1			3	4
Iowa.....	7	9	1	2	10	29
Kansas.....		4	2	2	1	8
Kentucky.....		2	1	1	1	5
Louisiana.....	1	4	1	2	5	13
Maine.....				3	1	4
Maryland.....				1	1	2
Massachusetts.....	1	11	1	3	3	19
Michigan.....	1	5	3		12	21
Minnesota.....		10	3	1	15	29
Mississippi.....		6		4	5	15
Missouri.....	4	2	3	2	4	15
Montana.....			1			5
Nebraska.....	1	3			6	10
Nevada.....	1			1		2
New Hampshire.....		1				1
New Jersey.....	2	11	3	1	6	23
New Mexico.....		1				1
New York.....	3	16	4	5	11	39
North Carolina.....		2		2	10	14
North Dakota.....		1		1	1	3
Ohio.....	1			1	12	15
Oklahoma.....				1	4	5
Oregon.....		3	2		7	12
Pennsylvania.....	1	25	6	6	21	59
Rhode Island.....		3			2	5
South Carolina.....		3		1	4	7
South Dakota.....	1	2	1		4	9
Tennessee.....		1	1	1	3	6
Texas.....	2	11	2	1	11	27
Utah.....					3	3
Vermont.....	1	1			1	3
Virginia.....		3	1	1	4	9
Washington.....	1	1		1	5	8
West Virginia.....	2		1		4	7
Wisconsin.....	2	5		1	7	15
Wyoming.....	1				4	5
Hawaii.....					1	4
Porto Rico.....					3	3
Total.....	48	184	49	53	255	589

TABLE B.—*Showing the number of fourth-class appointments, establishments, and discontinuances, by States and Territories.*

States and Territories.	Resignations.	Removals at expiration of four years.	Removals.	Deaths.	Relegated from Presidential.	Established.	Discontinued.	Total number of cases.
Alabama.....	351	25	24	34		164	90	688
Alaska.....	14	4	2			16	8	44
Arizona.....	40	7	3	2		29	12	93
Arkansas.....	360	40	19	33		113	46	611
California.....	172	32	18	17		79	70	388
Colorado.....	119	22	13	5		43	43	245
Connecticut.....	27	2	1	5	1	3	42	81
Delaware.....	16	4	1	3		3	12	39
District of Columbia.....	2						9	11
Florida.....	193	22	19	22	3	72	52	383
Georgia.....	341	54	21	26		193	163	798
Idaho.....	83	17	2	6		31	12	161
Illinois.....	274	43	8	28	1	24	106	483
Indiana.....	303	86	16	22		31	115	573
Indian Territory.....	153	15	16	14		51	19	288
Iowa.....	246	17	9	21		38	109	440
Kansas.....	210	22	15	13		34	111	405
Kentucky.....	439	53	24	34		212	67	819
Louisiana.....	189	33	10	19	1	127	48	377
Maine.....	72	15	4	16		32	59	198
Maryland.....	81	19	10	23		31	31	195
Massachusetts.....	37	4	5	13		6	19	84
Michigan.....	223	27	15	26		44	117	462
Minnesota.....	182	35	12	10		96	74	409
Mississippi.....	259	39	32	20		163	46	559
Missouri.....	444	48	42	19	1	83	79	716
Montana.....	87	19	7	5		39	30	187
Nebraska.....	105	17	2	6		22	55	207
Nevada.....	21	6	3	2		7	3	42
New Hampshire.....	47	2	2	5		1	12	69
New Jersey.....	41	19	11	10	1	7	18	110
New Mexico.....	62	5	7	2		28	11	116
New York.....	210	56	24	51		42	124	507
North Carolina.....	276	95	35	42		146	90	684
North Dakota.....	67	16	5	3	1	68	21	181
Ohio.....	286	45	28	49		39	141	588
Oklahoma.....	153	15	13	8		84	36	309
Oregon.....	116	14	3	6		41	41	221
Pennsylvania.....	402	71	36	53		81	197	840
Rhode Island.....	8	2					5	15
South Carolina.....	124	17	11	13		78	57	300
South Dakota.....	92	16	8	8		26	37	187
Tennessee.....	400	49	30	32		112	170	793
Texas.....	522	61	34	48	1	187	111	964
Utah.....	47	17	7	3		13	4	91
Vermont.....	57	9	4	5		3	9	87
Virginia.....	266	55	26	59		161	68	635
Washington.....	129	11	9	8		70	36	263
West Virginia.....	267	55	20	18		133	51	544
Wisconsin.....	154	24	5	19		43	124	369
Wyoming.....	51	13	8	9		43	19	143
Hawaii.....	8		2			91	3	104
Porto Rico.....	12		3			6	3	24
Tutulla (Samoan Islands).....	1					1		2
Total.....	8,791	1,394	687	895	11	3,290	3,024	18,092

NOTE.—The above table shows 3,290 fourth-class offices established. Hilo, Hawaii, and Ponce, Arecibo and Mayaguez, Porto Rico, were of the Presidential grade at the time of establishment.

TABLE C.—Number of Presidential offices in the United States, by classes, showing increase or decrease as compared with previous year.

States and Territories.	First class.	Second class.	Third class.	June 30—		Increase.	Decrease.	Consolidated and discontinued.
				1901.	1900.			
Alabama.....	3	4	41	48	43	5		
Alaska.....			2	2	2			
Arizona.....		3	15	18	17	1		
Arkansas.....	1	7	45	53	46	7		1
California.....	5	32	99	136	122	14		
Colorado.....	3	14	36	53	49	4		
Connecticut.....	7	19	57	83	84		1	1
Delaware.....	1	1	12	14	13	1		
District of Columbia.....	1		1	2	2			1
Florida.....	1	8	27	36	36			
Georgia.....	4	10	44	58	55	3		
Idaho.....		3	17	20	18	2		
Illinois.....	15	55	217	287	278	9		
Indiana.....	9	49	111	169	162	7		
Indian Territory.....		3	19	22	19	3		
Iowa.....	9	89	202	250	240	10		
Kansas.....	3	29	105	137	134	3		
Kentucky.....	4	12	52	68	67	1		
Louisiana.....	1	5	29	35	31	4		
Maine.....	3	15	51	69	68	1		1
Maryland.....	1	6	24	31	30	1		
Massachusetts.....	16	55	103	174	172	2		1
Michigan.....	11	46	150	207	194	13		
Minnesota.....	3	18	128	149	136	13		2
Mississippi.....		8	46	54	48	6		
Missouri.....	5	24	129	158	155	3		
Montana.....	2	6	17	25	25			
Nebraska.....	3	11	101	115	108	7		
Nevada.....		1	8	9	9			
New Hampshire.....	2	11	35	48	48			
New Jersey.....	12	42	63	117	114	3		2
New Mexico.....		3	10	13	14		1	
New York.....	20	100	238	358	350	8		2
North Carolina.....	4	7	51	62	53	9		
North Dakota.....	1	4	32	37	36	1		
Ohio.....	12	64	160	236	224	12		
Oklahoma.....		6	23	29	24	5		
Oregon.....	1	7	28	36	29	7		
Pennsylvania.....	15	83	220	323	309	14		1
Rhode Island.....	3	4	14	21	20	1		1
South Carolina.....	1	5	30	36	32	4		
South Dakota.....		8	43	51	47	4		
Tennessee.....	4	5	51	60	57	3		
Texas.....	7	27	130	164	156	8		
Utah.....	1	2	12	15	12	3		
Vermont.....	1	8	36	45	44	1		
Virginia.....	3	14	50	67	63	4		
Washington.....	3	6	38	47	43	4		
West Virginia.....	1	11	33	45	39	6		
Wisconsin.....	5	30	115	150	142	8		
Wyoming.....		2	12	14	10	4		
Hawaii.....	1	1	4	6	1	5		
Porto Rico.....		2	2	4	1	3		
Total.....	208	940	3,318	4,466	4,233	235	2	13

TABLE D.—*Number of fourth-class offices in the United States, showing money order and nonmoney order; also showing number established, discontinued, and the increase or decrease in fourth-class post-offices as compared with previous year.*

States and Territories.	Money order.	Nonmoney order.	Total fourth class.	Increase over 1900.	Decrease over 1900.	Established.	Discontinued.	Advanced to Presidential.	Relegated.
Alabama	494	2,114	2,608	69		164	90	5	
Alaska	13	52	65	8		16	8		
Arizona	73	147	220	16		29	12	1	
Arkansas	446	1,499	1,945	59		113	46	8	
California	907	623	1,530		5	79	40	14	
Colorado	327	371	698		4	43	43	4	
Connecticut	342	45	387		39	3	42	1	1
Delaware	67	86	153		10	3	12	1	
District of Columbia	1	4	5		10		9		
Florida	398	731	1,124	20		72	52	3	8
Georgia	643	2,083	2,726	27		193	163	3	
Idaho	155	292	447	17		31	12	2	
Illinois	1,398	865	2,263		90	24	105	10	1
Indiana	847	1,102	1,949		91	31	115	7	
Indian Territory	145	392	537	29		51	19	3	
Iowa	912	675	1,587		81	38	109	10	
Kansas	724	744	1,468		80	34	111	3	
Kentucky	514	2,596	3,110	154		212	57	1	
Louisiana	312	323	1,235	75		127	48	5	1
Maine	476	699	1,175		29	32	59	2	
Maryland	458	670	1,128		1	31	31	1	
Massachusetts	471	190	661		16	6	19	3	
Michigan	906	1,005	1,910		86	44	117	13	
Minnesota	666	872	1,538	7		96	74	15	
Mississippi	364	1,650	2,014	111		163	46	6	
Missouri	1,029	1,800	2,829	1		83	79	4	1
Montana	154	327	481	9		39	30		
Nebraska	486	452	938		40	22	55	7	
Nevada	45	138	183	4		7	3		
New Hampshire	268	241	509		11	1	12		
New Jersey	514	285	799		16	7	18	6	1
New Mexico	108	219	326	18		28	11		1
New York	2,061	1,232	3,293		92	42	124	10	
North Carolina	444	2,648	3,092	47		146	90	9	
North Dakota	214	443	657	46		68	21	2	1
Ohio	1,358	1,709	3,067		114	39	141	12	
Oklahoma	180	457	637	43		84	36	5	
Oregon	312	542	854		7	41	41	7	
Pennsylvania	2,066	2,759	4,815		131	81	197	15	
Rhode Island	81	41	122		7		5	2	
South Carolina	250	1,157	1,407	17		78	57	4	
South Dakota	250	382	632		15	26	37	4	
Tennessee	475	2,366	2,841		61	112	170	3	
Texas	1,033	1,991	3,024	70		187	111	7	1
Utah	134	199	333	6		13	4	3	
Vermont	306	220	525		7	3	9	1	
Virginia	733	2,868	3,601	89		161	68	4	
Washington	378	459	837	30		70	36	4	
West Virginia	358	1,635	1,993	76		133	51	6	
Wisconsin	719	992	1,711		89	43	124	8	
Wyoming	82	245	327	20		43	19	4	
Hawaii	53	31	84	84		91	3	5	
Porto Rico	22	52	74	3		6	3	3	
Tutula (Samoan Islands)	1		1	1		1			
Total	26,151	46,328	72,479	1,156	1,132	3,290	3,024	257	11

The following table (E), with its comparisons, shows the number of Presidential post-offices in the various States and Territories and their numerical rank in the list, beginning with New York, the highest, and closing with Alaska and the District of Columbia, the lowest. It also shows the population of the States and Territories and the numerical rank of the same, and a comparison of rank in Presidential post-offices and in population. The number of Presidential post-offices in a State may be safely regarded as an index of the industry and commercial activity of its people. The number of fourth-class post-offices may be

largely controlled by local circumstances. The character of the country roads in a State or Territory greatly influences the necessity for numerous post-offices for the convenience of the people in receiving their mails, and other similar circumstances may increase or decrease the number of fourth-class post-offices, but the number of Presidential offices is fixed largely by the amount of business done by the people.

TABLE E.—Comparative statement showing the number of Presidential post-offices, by States and Territories, and the rank of each State; also the population of States and their rank.

States and Territories.	Presidential post-offices.	Rank in number of Presidential post-offices.	Population.	Rank in population.
New York.....	358	1	7,268,000	1
Pennsylvania.....	323	2	6,301,365	2
Illinois.....	287	3	4,821,550	3
Iowa.....	250	4	2,251,829	10
Ohio.....	236	5	4,157,545	4
Michigan.....	207	6	2,419,782	9
Massachusetts.....	174	7	2,806,346	7
Indiana.....	169	8	2,516,463	8
Texas.....	164	9	3,048,828	6
Missouri.....	158	10	3,107,117	5
Wisconsin.....	150	11	2,068,963	13
Minnesota.....	149	12	1,751,395	19
Kansas.....	137	13	1,469,496	22
California.....	136	14	1,485,053	21
New Jersey.....	117	15	1,883,669	16
Nebraska.....	115	16	1,068,901	27
Connecticut.....	83	17	908,355	30
Maine.....	69	18	694,366	31
Kentucky.....	68	19	2,147,174	12
Virginia.....	67	20	1,864,184	17
North Carolina.....	62	21	1,891,992	15
Tennessee.....	60	22	2,022,728	14
Georgia.....	58	23	2,216,329	11
Mississippi.....	54	24	1,551,372	20
Arkansas.....	53	25	1,311,564	25
Colorado.....	53	26	539,700	32
South Dakota.....	51	27	401,559	38
Alabama.....	48	28	1,828,697	18
New Hampshire.....	48	29	411,588	37
Washington.....	47	30	517,672	34
Vermont.....	45	31	343,641	41
West Virginia.....	45	32	958,900	28
North Dakota.....	37	33	319,040	42
Florida.....	36	34	528,540	33
Oregon.....	36	35	413,532	36
South Carolina.....	36	36	1,340,312	24
Louisiana.....	35	37	1,381,627	23
Maryland.....	31	38	1,189,946	26
Oklahoma.....	29	39	398,245	39
Montana.....	25	40	243,289	45
Indian Territory.....	22	41	391,960	40
Rhode Island.....	21	42	426,556	35
Idaho.....	20	43	151,771	48
Arizona.....	18	44	122,212	50
Utah.....	15	45	276,565	44
Delaware.....	14	46	184,735	47
Wyoming.....	14	47	92,531	51
New Mexico.....	13	48	193,777	46
Nevada.....	9	49	42,334	53
Hawaii.....	6	50	154,001	49
Porto Rico.....	4	51	953,243	29
Alaska.....	2	52	44,000	52
District of Columbia.....	2	53	278,718	43

TABLE F.—Showing total number of fourth-class post-offices, by States and Territories, in numerical order, and the average compensation of fourth-class postmasters.

States and Territories.	Fourth-class offices.	Average compensation of postmasters.	Rank in number of fourth-class offices.	Rank in compensation of fourth-class postmasters.
Pennsylvania.....	4,815	\$191.38	1	25
Virginia.....	3,601	115.83	2	47
New York.....	3,293	242.60	3	12
Kentucky.....	3,110	116.79	4	46
North Carolina.....	3,092	96.09	5	52
Ohio.....	3,067	197.31	6	22
Texas.....	3,024	162.96	7	35
Tennessee.....	2,841	94.18	8	53
Missouri.....	2,829	166.26	9	34
Georgia.....	2,736	114.42	10	49
Alabama.....	2,608	103.13	11	51
Illinois.....	2,258	253.99	12	9
Mississippi.....	2,014	115.57	13	48
West Virginia.....	1,993	124.96	14	43
Indiana.....	1,949	192.43	15	24
Arkansas.....	1,945	117.92	16	45
Michigan.....	1,910	223.01	17	15
Wisconsin.....	1,711	204.45	18	20
Iowa.....	1,687	290.48	19	4
Minnesota.....	1,658	206.54	20	19
California.....	1,630	219.52	21	16
Kansas.....	1,468	275.74	22	6
South Carolina.....	1,407	111.16	23	59
Louisiana.....	1,235	149.25	24	30
Maine.....	1,175	206.92	25	18
Maryland.....	1,128	156.71	26	38
Florida.....	1,124	144.97	27	42
Nebraska.....	938	271.48	28	7
Oregon.....	854	159.24	29	37
Washington.....	837	174.97	30	29
New Jersey.....	799	275.82	31	5
Colorado.....	698	210.98	32	17
Massachusetts.....	661	362.84	33	1
North Dakota.....	657	173.53	34	31
Oklahoma.....	637	166.74	35	33
South Dakota.....	632	194.61	36	23
Indian Territory.....	637	178.23	37	28
Vermont.....	525	242.95	38	11
New Hampshire.....	509	250.61	39	10
Montana.....	481	183.52	40	27
Idaho.....	447	173.09	41	32
Connecticut.....	387	323.35	42	3
Utah.....	333	201.51	43	21
Wyoming.....	327	145.30	44	41
New Mexico.....	326	159.27	45	36
Arizona.....	220	174.26	46	30
Nevada.....	183	148.24	47	40
Delaware.....	153	184.32	48	26
Rhode Island.....	122	348.59	49	2
Hawaii.....	84	262.43	50	8
Porto Rico.....	74	239.93	51	13
Alaska.....	65	122.13	52	44
District of Columbia.....	4	235.34	53	14

TABLE G.—Showing the gross receipts of post-offices, by States and Territories, arranged in order of rank in amount expended per capita in use of the mails; also the whole number of post-offices, by States and Territories, and their respective ranks.

States and Territories.	Gross receipts at post-offices.	Average amount expended per capita.	Rank of States in expenditure per capita.	Whole number of post-offices.	Rank in number of post-offices.
District of Columbia.....	\$744,618.56	\$2.67	1	6	53
New York.....	18,856,506.82	2.59	2	3,651	3
Illinois.....	11,296,174.49	2.34	3	2,545	12
Massachusetts.....	6,567,483.77	2.34	4	835	32
Colorado.....	1,232,778.10	2.28	5	761	33
Nevada.....	95,765.99	2.26	6	192	47
California.....	8,069,414.33	2.06	7	1,666	21
Connecticut.....	1,735,811.20	1.91	8	470	41
Montana.....	447,486.51	1.83	9	506	40
Vermont.....	601,054.03	1.75	10	570	37
Wyoming.....	156,251.72	1.79	11	841	44
Rhode Island.....	717,678.61	1.67	12	143	49
Maine.....	1,146,297.89	1.65	13	1,244	26
Washington.....	844,302.79	1.63	14	884	31
Idaho.....	250,787.60	1.56	15	467	42
New Hampshire.....	643,525.88	1.6	16	557	39
Ohio.....	6,482,952.91	1.66	17	3,808	4
Missouri.....	4,774,816.30	1.64	18	2,887	8
New Jersey.....	2,874,851.48	1.53	19	916	29
Pennsylvania.....	9,640,492.02	1.53	20	5,138	1
Oregon.....	629,108.03	1.52	21	890	30
Minnesota.....	2,621,696.33	1.49	22	1,687	20
Nebraska.....	1,567,665.51	1.46	23	1,053	28
Michigan.....	3,499,046.80	1.45	24	2,117	14
Arizona.....	176,138.19	1.44	25	238	46
Maryland.....	1,698,367.74	1.43	26	1,159	27
Iowa.....	2,998,389.51	1.33	27	1,837	19
Wisconsin.....	2,619,654.86	1.27	28	1,861	18
Utah.....	345,086.07	1.25	29	348	43
North Dakota.....	393,297.19	1.23	30	694	34
Kansas.....	1,756,400.09	1.20	31	1,606	22
South Dakota.....	475,828.64	1.18	32	683	35
Indiana.....	2,771,502.98	1.10	33	2,118	13
Florida.....	571,097.41	1.08	34	1,160	26
Delaware.....	195,336.90	1.06	35	167	48
Oklahoma.....	372,343.03	.94	36	666	36
New Mexico.....	164,563.05	.85	37	339	45
West Virginia.....	800,631.77	.83	38	2,038	16
Virginia.....	1,515,611.87	.82	39	3,668	2
Texas.....	2,440,229.87	.80	40	3,188	5
Louisiana.....	1,002,068.89	.73	41	1,270	24
Kentucky.....	1,502,483.90	.70	42	3,178	6
Hawaii.....	102,651.86	.67	43	90	50
Tennessee.....	1,353,723.71	.67	44	2,901	9
Alaska.....	29,162.44	.66	45	67	52
Georgia.....	1,421,303.00	.64	46	2,794	10
Indian Territory.....	252,238.88	.64	47	559	38
Arkansas.....	740,049.62	.56	48	1,998	17
North Carolina.....	945,002.29	.60	49	3,154	7
Alabama.....	887,242.80	.49	50	2,656	11
Mississippi.....	684,728.75	.44	51	2,088	15
South Carolina.....	552,243.21	.41	52	1,443	23
Porto Rico.....	63,261.04	.07	53	78	61

The above table is a fine index of the business transactions of the various States. In this table New York ranks first, barring the District of Columbia, with \$2.59 per capita expended in the use of the mails, and South Carolina ranks lowest, excluding Porto Rico, with \$0.41 per capita expended in the use of the mails.

TABLE II.—Total number of cases of all kinds made up and acted upon by the Bureau for the fiscal year ended June 30, 1901.

States and Territories.	Post-offices.				Fourth-class post-masters.			Presidential cases.					Total number of cases.	
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Resigned.	Commissions expired.	Removal.	Deceased.	Offices become Presidential.		Relegated to fourth class.
Alabama.....	164	90	150	(96)	351	49	34							848
Alaska.....	16	8	2	(2)	14	6			1					47
Arizona.....	29	12	16	(6)	40	10	2	2				1		112
Arkansas.....	113	47	117	(78)	360	59	33	1	1			8		739
California.....	79	70	60	(19)	172	50	17	2	11	1		14		476
Colorado.....	43	43	37	(18)	119	35	5	1	1	4		3		291
Connecticut.....	3	43	7	(1)	27	3	5						(1)	88
Delaware.....	3	12	3	(1)	16	5	3					1		43
District of Columbia.....		10	1		2							1		14
Florida.....	72	52	57	(37)	193	41	22		1	1	3	3	(3)	445
Georgia.....	193	163	148	(78)	341	75	26	1	2	1	2	3		955
Idaho.....	31	12	37	(20)	83	19	6	1				2		193
Illinois.....	24	105	27	(6)	274	51	28	3	6	2	1	9	(1)	529
Indiana.....	51	115	50	(17)	303	102	22	4	8	2	3	7		647
Indian Territory.....	51	19	35	(12)	163	31	14		1			8		307
Iowa.....	38	109	36	(5)	246	26	21	7	9	1	2	10		506
Kansas.....	94	111	44	(28)	210	37	13		4	2	1	2		457
Kentucky.....	212	57	137	(86)	439	77	34		2	1	1	1		961
Louisiana.....	127	48	43	(15)	139	43	19	1	4	1	2	5	(1)	432
Maine.....	32	60	16	(3)	72	19	16							220
Maryland.....	31	31	22	(7)	81	29	23				1	1		219
Massachusetts.....	6	20	8	(1)	37	9	13	1	11	1	3	3		112
Michigan.....	44	117	54	(12)	223	42	26	1	5	3		12		527
Minnesota.....	96	76	60	(37)	182	47	10		10	3	1	15		500
Mississippi.....	163	46	102	(71)	259	71	20		6		4	5		676
Missouri.....	83	79	134	(62)	444	90	19	4	2	3	2	4	(1)	864
Montana.....	39	30	26	(19)	87	26	5		4	1				218
Nebraska.....	22	55	44	(28)	105	19	6	1	3			6		261
Nevada.....	7	3	10	(8)	21	9	2	1			1			54
New Hampshire.....	1	12	5	(1)	47	4	5		1					75
New Jersey.....	7	20	12		41	33	10	2	11	3	1	6	(1)	146
New Mexico.....	28	11	11	(10)	62	12	2		1				(1)	127
New York.....	42	126	57	(3)	210	80	51	3	16	4	5	11		605
North Carolina.....	146	90	165	(89)	276	130	42		2		2	10		863
North Dakota.....	68	21	38	(27)	67	21	3		1		1	1	(1)	221
Ohio.....	39	141	85	(26)	286	73	49	1	1		1	12		688
Oklahoma.....	84	36	71	(39)	153	28	8				1	4		385
Oregon.....	41	41	54	(33)	116	17	6		3	2		7		287
Pennsylvania.....	81	198	132	(46)	402	107	53	1	25	6	6	21		1,032
Rhode Island.....		6			8	2			3			2		21
South Carolina.....	78	57	53	(30)	124	28	13		2		1	4		360
South Dakota.....	26	37	44	(25)	92	24	8	1	3	1		4		240
Tennessee.....	112	170	125	(29)	400	79	32		1	1	1	3		924
Texas.....	187	111	102	(69)	522	95	48	2	11	2	1	11	(1)	1,092
Utah.....	13	4	21	(12)	47	24	3					3		115
Vermont.....	3	9	7	(1)	57	13	5	1	1			1		97
Virginia.....	161	68	75	(52)	266	81	59		3	1	1	4		719
Washington.....	70	36	47	(22)	129	20	8	1	1		1	5		318
West Virginia.....	133	51	114	(61)	267	75	18	2		1		4		665
Wisconsin.....	43	124	57	(27)	154	29	19	2	5		1	7		441
Wyoming.....	43	19	31	(16)	51	21	9	1				4		179
Hawaii.....	92	3	5		8	2						4		114
Porto Rico.....	9	3			12	3						3		30
Tututilla (Samoa Islands).....	1				1									2
Total.....	3,294	3,037	2,794	(1,397)	8,791	2,081	895	48	184	49	53	255	(11)	21,481

TABLE I.—Total number of post-offices in the United States on June 30 of each year since 1790.

Year.	Num-ber.	Year.	Num-ber.	Year.	Num-ber.	Year.	Num-ber.	Year.	Num-ber.
1790.....	75	1813.....		1836.....	11,091	1859.....	28,539	1882.....	46,231
1791.....	89	1814.....	2,670	1837.....	11,767	1860.....	28,498	1883.....	46,820
1792.....	195	1815.....	3,000	1838.....	12,519	1861.....	28,586	1884.....	48,434
1793.....	209	1816.....	3,260	1839.....	12,780	1862.....	28,875	1885.....	51,252
1794.....	450	1817.....	3,459	1840.....	13,468	1863.....	29,047	1886.....	53,614
1795.....	453	1818.....	3,618	1841.....	13,778	1864.....	28,878	1887.....	55,157
1796.....	468	1819.....	4,000	1842.....	13,733	1865.....	20,560	1888.....	57,376
1797.....	564	1820.....	4,500	1843.....	13,814	1866.....	23,828	1889.....	58,999
1798.....	639	1821.....	4,650	1844.....	14,103	1867.....	25,163	1890.....	62,401
1799.....	677	1822.....	4,709	1845.....	14,183	1868.....	26,481	1891.....	64,329
1800.....	903	1823.....	4,043	1846.....	14,601	1869.....	27,106	1892.....	67,119
1801.....	1,025	1824.....	5,182	1847.....	15,146	1870.....	28,492	1893.....	68,403
1802.....	1,114	1825.....	5,677	1848.....	16,159	1871.....	30,045	1894.....	69,806
1803.....	1,258	1826.....	6,150	1849.....	16,749	1872.....	31,863	1895.....	70,064
1804.....	1,406	1827.....	7,300	1850.....	18,417	1873.....	33,244	1896.....	70,360
1805.....	1,558	1828.....	7,530	1851.....	19,796	1874.....	34,294	1897.....	71,022
1806.....	1,710	1829.....	8,004	1852.....	20,901	1875.....	35,547	1898.....	73,570
1807.....	1,848	1830.....	8,450	1853.....	22,320	1876.....	36,383	1899.....	75,000
1808.....	1,944	1831.....	8,686	1854.....	23,548	1877.....	37,345	1900.....	76,688
1809.....	2,012	1832.....	9,205	1855.....	24,410	1878.....	38,253	1901.....	76,945
1810.....	2,300	1833.....	10,127	1856.....	25,565	1879.....	40,588		
1811.....	2,408	1834.....	10,693	1857.....	26,586	1880.....	42,989		
1812.....	2,610	1835.....	10,770	1858.....	27,977	1881.....	44,512		

The foregoing table is given as a matter of interesting statistics, and shows the gradual increase in the number of post-offices from the establishment of the postal service to the present day. The records of this Bureau fail to give the number of offices in existence in 1813. With the exception of a slight decline in 1842, the table shows a steady increase from 1790 to 1859. Between the years of 1859 and 1870, owing to the disorganized condition of the postal service in the Southern States, caused by the rebellion, the steady advancement in the number of offices was arrested, but from 1870 to the present time there has been a steady and rapid increase in the number of offices established, indicating the rapid progress our country has made, not only in population but in material strength and power.

In the year 1790 there were 75 post-offices established and in operation. At that time the population of the thirteen States which then constituted the Union was 3,929,214, or, for convenience, stating it in round numbers, there were 3,930,000 people, served by 75 post-offices, an average of 1 office to 52,400 people. Since that time the offices have been multiplied over 1,000 times, while the population has multiplied nearly 20 times.

The following table will be interesting, showing the population, in round numbers, by decades, since 1790, the number of post-offices in operation for the same years, and the average number of persons to each office:

Year.	Population.	Number of post-offices.	Average number of persons to each office.
1790.....	3,930,000	75	52,400
1800.....	5,310,000	903	5,880
1810.....	7,240,000	2,300	3,148
1820.....	9,630,000	4,500	2,140
1830.....	12,870,000	8,450	1,621
1840.....	17,070,000	13,468	1,267
1850.....	23,190,000	18,417	1,259
1860.....	31,640,000	28,498	1,110
1870.....	38,560,000	28,492	1,353
1880.....	50,150,000	42,989	1,166
1890.....	62,620,000	62,401	1,003
1900.....	76,295,000	76,688	995
1901.....	77,257,000	76,945	1,004

¹ Including Hawaii and Porto Rico

THE DIVISION OF BONDS AND COMMISSIONS.

The division of bonds and commissions is intrusted with the custody of all bonds of postmasters, and keeps the records pertaining thereto. It also prepares all commissions of postmasters for the signature of the Postmaster-General and the President, and keeps all records relating to said commissions.

In this division notices of appointment to newly appointed postmasters are prepared and forwarded, with blank bonds and oaths for execution. A record is kept of the names of all postmasters, with the dates of their appointment and the names of their sureties.

BONDS.

Bonds of all postmasters, after execution, are referred to this division for examination, and if found in proper form they are submitted to the Fourth Assistant Postmaster-General for approval. Upon the approval of the bonds commissions are prepared, and then the bonds are filed alphabetically by States. Questions touching the validity of a bond are reported from this division, and if for any reason the sufficiency of the bond is in doubt, an inspector is directed to examine into its validity and the responsibility of the sureties. New bonds are required every four years. Upon the death of any surety, the postmaster is required to report the same immediately to the Department, and a new bond is at once required.

Upon the establishment of a post-office the person appointed postmaster is required to furnish a bond of the penalty of \$500. As the business of the office increases, this penalty is from time to time increased. The increase is based upon the amount of supplies carried in the office. When an office becomes of such size and importance as to require money-order facilities, a new bond, covering the money-order business, is required. The amount of the penalty of the bond for postal funds is determined from the report of the Third Assistant Postmaster-General, showing the amount of supplies furnished, and it is not expected that a postmaster will have stamps and other supplies on hand amounting to more than three-fourths of the penalty of the bond. The amount of money-order penalty is determined from the report of the money-order division of the office of the First Assistant Postmaster-General. Postmasters are required to make their deposits promptly, and consequently should never have a greater amount of money-order funds on hand than will meet the daily demands upon the office, and the amount of the bond is therefore fixed to cover possible contingencies.

A new bond with an increase of penalty is required from the postmaster upon the request of the Third Assistant Postmaster-General when he finds that the supplies ordered are greater than three-fourths the amount covered by the bond. The various causes for which new bonds are required are as follows: Renewals at the end of every four years; upon the death of a surety; upon the request of a surety to be released from a bond; upon the report of an inspector that for any reason the bond is found to be insufficient, and upon the insufficiency of the penalty covering the postal and money-order funds.

SURETIES ON BONDS.

By the act of Congress approved August 13, 1894, authority was given the departments in Washington to accept bonds executed by surety and trust companies for such Government officials as are required by law to furnish a guaranty for faithful performance of duty. This act has had a limited application to postmasters' bonds. The Postal Laws and Regulations require that every postmaster's bond shall be executed by not less than two sureties, and the Postmaster-General has wisely insisted that at least one of them shall be a patron of the office in question. The bonds of surety and trust companies are accepted in Presidential cases of the first and second classes for half the penalty, provided the company is incorporated under the laws of the State in which the office is located. Personal sureties are preferable, however, because collections can be much more promptly and satisfactorily made. Bond companies sometimes resort to legal quibbles and technicalities to delay or evade payment when losses occur, while private citizens, when presented with the proof that the guaranteed is in default, as a rule promptly meet the obligation and pay the loss. Another feature of the desirability of personal sureties is that defaults are less liable to occur when the bonded official realizes that he is involving his neighbors and personal friends in serious financial loss. When citizens of a community and patrons of the post-office are on the bond of the postmaster and responsible for his conduct, they are quick to observe any suspicious practices or habits on the part of the postmaster, and frequently report to the Department the result of their observations, which always leads to prompt investigation. Surety and trust companies are not accepted on the bonds of postmasters at third and fourth class offices.

The policy that requires a postmaster to furnish bondsmen from among his neighbors doubtless protects the Department in many instances from securing incompetent and unworthy postmasters, and in case of death, or of defalcation or other violations of the Postal Laws and Regulations, it is a matter of great convenience that the inspector can call immediately upon the bondsmen and require them to make good the shortage or take immediate possession of the office, designating some one to act as postmaster who will conduct the business to the satisfaction of the Department and the community until a successor may be appointed. At least two sureties are required on every bond, and the aggregate amount in which these sureties qualify must be double the amount of the penalty of the bond. The aggregate amount of the penalties of all postmasters' bonds now in force is about \$117,969,772.

The penalties of the bonds which were approved during the fiscal year amounted to \$29,715,246.

The law of Congress which requires the bonding of clerks direct to the Government has resulted in serious embarrassment in a number of instances in the collection of losses from postmasters, the postmasters alleging that since the clerk is bonded direct to the Government the clerk is responsible for the loss and not the postmaster. Such a claim, in the judgment of the Department, is not valid, and postmasters are held for such losses. Prior to the passage of this law, however, there was no question as to the liability of postmasters for the defalcation of clerks, since clerks were not bonded to the Department but to the post-

masters whenever they saw fit to require bonds of clerks handling the funds of the office. The old practice was much more satisfactory, and collections were more easily and promptly made.

If for any reason whatever a new bond is required of a postmaster he is at once notified, and if he fail after two notices to furnish a new bond, the same is reported to the division of appointments, where a case is made up for the removal of the postmaster.

In addition to the bonds and oaths of office, there are a great many blanks and circulars sent out from this division. The whole number of blank forms in use in the division is 75. The number of all these sent out during the fiscal year was 139,326. There were also 23,768 blank bonds forwarded to postmasters for execution; of these 8,250 were received incorrect and were returned for correction.

The oaths of all clerks and assistant postmasters in all post-offices are filed in this division. Of these there were received and filed during the year 32,948.

The apparent discrepancy, as shown in the attached table, between the number of cases received from the appointment division and the number of appointment bonds examined and passed for approval grows out of the fact that all the cases made up for the discontinuance of post-offices and for changes of site have to be handled in the bond division as well as in cases of appointment.

It sometimes occurs that a postmaster resigns and the appointment of a successor does not immediately follow. In such cases, and also in cases of the death of postmasters, it devolves upon the bondsmen to select some one who shall act until a new appointment may be made. The bond of the postmaster is held to be in force until such time as the new appointee qualifies, receives his commission, and takes charge of the office.

RECORDS OF THE DIVISION.

For convenient reference, a record of the bonds of Presidential postmasters is kept in two separate books. In the first of these the names of the postmasters are entered by States and Territories, the offices being in alphabetical order. In the other the names of postmasters are arranged alphabetically and according to dates of appointment.

In fourth-class cases a record is kept of the bonds of all postmasters by States and counties. The offices are entered in alphabetical order on this record, and the books are known as county books. These books show the dates on which the postmasters are commissioned.

REPORTS.

From the bond division reports of its operations are made as required by law, as follows: Daily, to the division of post-office supplies, to the Superintendent of the Money Order System, and to the Superintendent of Free Delivery, in the office of the First Assistant Postmaster-General; to the contract and equipment divisions, in the office of the Second Assistant Postmaster-General; to the stamp division, in the office of the Third Assistant Postmaster-General, and to the General Superintendent of the Railway Mail Service, in the office of the Second Assistant Postmaster-General, for publication in the Daily Bulletin, and weekly to the Auditor for the Post-Office Department.

COMMISSIONS.

Three classes of commissions are issued—Presidential recess, Presidential confirmation, and fourth class—and the preparation of these is assigned to the bond division. Commissions to postmasters of the Presidential class are signed by the President and countersigned by the Postmaster-General. Except in recess appointments, Presidential commissions are for a period of four years. Recess appointments are those made by the President during recess of Congress, and commissions issued upon such appointments are in force until the adjournment of the first session of the Senate after the appointment, or until such time as the Senate may confirm the appointee, if such commission is not sooner revoked by the President. Commissions to postmasters of the fourth class are signed only by the Postmaster-General, and run for no definite length of time, but expire at the will of the Postmaster-General.

The work of the division has been largely increased by the operation of a provision of the legislative, executive, and judicial appropriation act for the fiscal year ended June 30, 1896, which provides for an examination into the validity of all bonds of postmasters once every two years, and for the renewal of all such bonds at the expiration of every four years.

Prior to the passage of this act the bonds of all postmasters of the fourth class, excepting those at money-order offices, were deemed to be sufficient upon the certificate of the officer qualifying the sureties, and only in special cases was investigation made by the Department as to the responsibility of such sureties.

The examinations required under this provision are made through the force of post-office inspectors, and they necessarily entail upon that force, as well as upon the division of bonds and commissions, a vast amount of additional work. Much added labor, of course, also devolves upon this division through the requirement for a renewal of all bonds every four years.

The following comparative statement shows the number of postmasters reported by the Auditor for the Post-Office Department for informalities or delinquencies during the last four fiscal years:

1898. Number of postmasters reported by the Auditor for informalities or delinquencies	831
1899. Number of postmasters reported by the Auditor for informalities or delinquencies	423
1900. Number of postmasters reported by the Auditor for informalities or delinquencies	231
1901. Number of postmasters reported by the Auditor for informalities or delinquencies	461
1898. Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	2, 362
1899. Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	1, 101
1900. Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	510
1901. Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	922

The following table is submitted, showing in detail the amount of work accomplished by this division during the year:

Report showing the amount and character of work done in the bond division for the fiscal year ended June 30, 1901.

CASES RECEIVED.

Number of cases received from appointment division:

Presidential.....	662
Fourth class, money order.....	4, 228
Fourth class, not money order.....	16, 658
Total.....	21, 548

BONDS APPROVED.

Number of bonds examined and passed for approval of the Postmaster-General:

Presidential.....	1, 009
Fourth class, money order.....	7, 062
Fourth class, not money order.....	15, 697
Total.....	23, 768

NEW BONDS.

New bonds sent by order of the Postmaster-General.....	6, 407
New bonds sent upon request of sureties.....	942
New bonds sent upon request of postmasters.....	1, 405
New bonds sent upon request of the Third Assistant Postmaster-General....	4
New bonds sent upon report of post-office inspectors.....	718
New bonds sent for establishment of new money-order offices.....	1, 151

Total sent.....	10, 627
Less number of new bonds sent and for various reasons not yet returned....	1, 134

Whole number received.....	9, 493
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Total number of new bonds received, reported, and filed:

Presidential.....	389
Fourth class, money order.....	3, 745
Fourth class, not money order.....	5, 359
Total.....	9, 493

NEW BONDS AND APPOINTMENT BONDS.

Total number of bonds received, reported, and filed:

New bonds.....	9, 493
Appointment bonds.....	14, 275
Total.....	23, 768

BONDS RETURNED.

Bonds returned for correction.....	6, 189
Duplicate bonds issued.....	2, 061

OATHS AND NOTICES.

Oaths of clerks and assistant postmasters received and filed.....	32, 948
Surety notices sent to the chief post-office inspector for investigation.....	8, 990
Post-office inspectors' reports on sufficiency of bonds received.....	7, 307
Number of blank oaths sent by request of postmasters.....	24, 630

INFORMALITIES REPORTED.

Number of postmasters reported by the Auditor for informalities or delinquencies.....	461
Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies.....	922

Statement showing the number and character of the various reports made to the several bureaus of the Department for the fiscal year ended June 30, 1901.

Commissioned postmasters reported to the Auditor and the Third Assistant Postmaster-General, and for publication in the Postal Bulletin:	
Presidential.....	659
Fourth class, money order.....	3, 569
Fourth class, not money order.....	10, 047
Total.....	14, 275
New bonds reported to the Auditor.....	9, 493
New bonds reported to the Third Assistant Postmaster-General.....	896
Number of discontinued post-offices reported to the Auditor and the Third Assistant Postmaster-General.....	2, 763
Number of acting postmasters reported to the Auditor and the Third Assistant Postmaster-General.....	931
Number of acting postmasters reported to the Superintendent of the Money-Order System.....	408
Number of establishments and changes of name and site of post-offices reported to the equipment division and to the division of post-office supplies.....	4, 291

Penalty of bonds approved for year ended June 30, 1901.

Presidential.....	\$9, 197, 307
Fourth class, money order.....	\$12, 669, 439
Fourth class, not money order.....	\$7, 848, 500
Total penalty.....	\$29, 715, 246
Average penalty of bonds approved this year:	
Presidential.....	\$9, 115. 27
Fourth class, money order.....	\$1, 794. 03
Fourth class, not money order.....	\$500. 00
Number of blank forms in use.....	75
Number of blanks sent out.....	139, 326

DIVISION OF POST-OFFICE INSPECTORS AND MAIL DEPREDATIONS.

The division of post-office inspectors and mail depredations consists of post-office inspectors, under the charge of the chief post-office inspector, and the division of mail depredations, under charge of a chief clerk, where the records of all depredations upon the mails are kept.

During the fiscal year a larger number of post-office inspectors was employed than during any other year in the history of the postal service. Numerous irregularities were discovered in remote country post-offices, which our inspectors have been unable to reach in former years. In some instances frauds were detected and large amounts of money collected from dishonest officials, which would not have been discovered had it not been for the unusual vigilance required of the inspectors' force during the year. Certain kinds of crime against the postal laws seem to be on the increase, such as the burglarizing of post-offices and the robbery of mail boxes. While a greater number of arrests have been made and more convictions had of such offenders against the law during the past year than during the preceding year, yet we have not had a sufficient number of inspectors to cope with the persistent industry of this class of criminals. The Department has therefore asked Congress to make a larger appropriation for the next fiscal year for this branch of the service.

The general direction of the force of inspectors and the supervision of all matters pertaining to this branch of the service is vested in the chief inspector, with headquarters at the Department. For convenience and efficiency, the territory of the United States has been apportioned into fifteen divisions, each having an inspector in charge, who has the general direction of all matters referred to him and of the inspectors assigned to his division. The results of field investigations and the correspondence from the inspectors are transmitted to the Department through the several inspectors in charge.

The duties performed by post-office inspectors embrace a wide scope and are of great importance to the welfare and integrity of the postal service. They are charged with all investigations in relation to complaints against postmasters and other employees of the postal service, allowances for clerk hire and other expenses for post-offices, the collection of balances due the United States by delinquent and retiring postmasters, and establishment or discontinuance of post-offices, postal stations, money-order offices, and free-delivery service; determining the responsibility of sureties on the official bonds of postmasters at money-order offices, the inspection of the accounts and the management of post-offices, the instruction of postmasters and other employees in the regulations and usages of the service, investigations pertaining to the burning of post-offices, losses of mail locks and keys; the location, change of name or site of post-offices; the wrong payment of money orders, and many cases relating to detentions, losses, and irregularities in the registered and ordinary mails, and other violations of the postal laws, as well as special investigations, which may be assigned them by the Postmaster-General and the Fourth Assistant Postmaster-General.

During the year 178,514 cases have been referred to the inspectors' division for investigation. The entire number investigated was 179,084, but there were left over from the fiscal year 1900 87,897 cases, so that we had on hand on July 1, 1901, 87,327 cases.

The division of mail depredations, under the direction of a chief clerk, is located in the Department, and is charged with the records, accounts, and correspondence pertaining to this arm of the service. In order that a complete record may be kept every complaint or inquiry received at this office is jacketed, briefed, and numbered, and for the sake of convenience these complaints and inquiries are divided into classes, as follows:

A.—Complaints relating to the registered mail.

B.—Complaints relating to the ordinary mail, or that which is not registered.

C.—Miscellaneous complaints and inquiries affecting the business or employees of the postal service and violations of the postal laws.

D.—Matters pertaining to highway robberies of the mails, robberies of post-offices, and other special depredations.

F.—Complaints and inquiries affecting mail matter dispatched to and received from foreign countries.

R.—Matters pertaining to claims for reward for the arrest and conviction of persons violating the postal laws.

The total number of cases of all classes made up during the last fiscal year aggregated 178,514, and the total number disposed of 179,084. The cases investigated and closed during the year consisted of 7,539 A cases, 91,697 B cases, 52,109 C cases, 3,995 D cases, 23,648 F cases, and 96 R cases. There were on hand undisposed of on July 1, 1901,

3,134 A cases, 38,709 B cases, 40,061 C cases, 1,159 D cases, 4,191 F cases, and 73 R cases, or a total of 87,327 cases.

The totals of cases referred during the last five fiscal years were as follows: In 1897, 111,621; in 1898, 112,120; in 1899, 144,758; in 1900, 197,996; in 1901, 178,514; and the total number of cases closed in 1897, 112,679; in 1898, 114,824; in 1899, 115,846; in 1900, 169,505; in 1901, 179,084. The number remaining on hand in 1897 was 33,301; in 1898, 30,342; in 1899, 59,254; in 1900, 87,897; in 1901, 87,327.

From the foregoing figures it will be observed that the cases referred to inspectors for the four years ended June 30, 1900, averaged annually 141,624, and the total number of cases closed during the same period showed an annual average of 128,213. The total number of cases referred to inspectors during the fiscal year just closed aggregated 178,514, showing an increase of 36,890, as compared with the annual average of the preceding four years, and the total number of cases closed during the last fiscal year aggregated 179,084, showing an increase of 50,871 as compared with the annual average of cases closed during the preceding four years.

It also appears that the total number of C cases referred to inspectors during the last fiscal year was 33,092 less than the number of cases of this class referred during the previous year. This marked decrease in this class of cases is accounted for in part by the fact that the statutes require only biennial investigations in the matter of the responsibility of sureties on postmasters' bonds. As a result of this provision 27,774 bond cases were referred to inspectors during the fiscal year ended June 30, 1900, while during the fiscal year just closed only 8,990 cases of this class were referred for investigation.

These statistics show that, although the number of cases referred to inspectors during the last fiscal year was 19,482 less than the number referred during the former fiscal year, the total number closed during 1901 exceeded the number closed during the preceding fiscal year by nearly 10,000, while the total number of cases remaining on hand at the close of the last fiscal year was 570 less than the total number remaining on hand June 30, 1900.

The aim of the office has been to increase the efficiency of this branch of the service by close scrutiny of reports received during the year, for the purpose of requiring uniform methods in the several divisions throughout the country and securing the highest standard of work possible from inspectors in the field. That this has had the effect of stimulating the members of the force to greater efforts is apparent from the more satisfactory character of the investigations made, as evidenced by the more complete, concise, and carefully prepared reports submitted.

The appropriation for post-office inspectors and mail depredations for the fiscal year ended June 30, 1901, was \$550,000. No increase of appropriation was asked for the year ending June 30, 1902, and the same amount, viz, \$550,000, was appropriated.

It has not yet been possible to make an annual inspection of every money-order office, which is the end the Department has been endeavoring to reach for several years. The necessity and desirability of close supervision of a business of such tremendous magnitude is apparent, and Congress has been requested to grant an increase of \$50,000 for the year ending June 30, 1903, the total amount of the appropriation requested being \$600,000.

The number of offices inspected during the year ended June 30, 1901,

was 23,032, while the number of money-order offices in existence at the end of the fiscal year was 30,529. It will thus be seen that about 7,497 money-order offices were not inspected. The offices not visited are naturally the smaller ones and those more difficult of access; and while the revenue from these offices would not be great, many of the postmasters have continued to employ wrong methods inherited from their predecessors, and in order that they might be given instructions which would insure the correction of irregularities it is necessary that these offices be visited at least once a year by an inspector. The annual inspections, even without considering the protection to the revenues, have been highly beneficial, and the interests of the service require at least one inspection a year of every money-order office.

A CASES, OR CASES RELATING TO THE REGISTERED MAIL.

All complaints received referring to depredations upon or irregularities in the registered mail are included in Exhibits A, B, and C. Exhibit A shows the total number and character of complaints received and referred for investigation. Exhibit B is composed entirely of complaints which have been received, investigated, and closed during the last fiscal year, while the statistics in Exhibit C relate to cases received in previous years which were on hand and not completed at the beginning of the last year and which were investigated and closed during the year. It will be observed that the total number of complaints of this class which were received, jacketed, and assigned to inspectors for action during the last fiscal year aggregated 8,033, of which 7,627 related to letters or first-class matter, and 406 to packages, or third and fourth class matter.

Of these cases 5,394 were investigated, reported upon, and closed, as shown by Exhibit B, from which it also appears that in 3,724 cases no actual loss had occurred, while in 1,356 the full amount of the alleged loss was recovered or collected, thus leaving only 314 to represent the actual number of cases in which loss was sustained.

Two thousand one hundred and forty-five cases which were referred to inspectors in previous years were investigated and closed during the fiscal year just ended. (See Exhibit C.) Of these cases actual loss occurred in only 586, as the amount of the alleged loss was recovered or collected in 678, and it was discovered that no loss had been sustained in 931 cases.

A comprehensive idea of the result of work which has been accomplished in this class of cases during the present year can be obtained by a glance at the following table, which shows the average results of the past five years:

Year.	Com-plaints.	Cases investi-gated.	O. K.	Paid.	Loss.	Pieces handled.
1896	5,709	5,887	3,081	1,570	1,286	15,106,886
1897	5,534	5,560	3,206	1,570	784	14,559,083
1898	6,445	6,320	3,618	1,834	868	15,600,220
1899	7,084	6,464	3,996	1,673	795	15,900,140
1900	7,165	6,432	3,831	1,848	753	18,386,332
Total for five years.....	31,887	30,663	17,732	8,495	4,436	79,552,111
Annual average	6,377	6,132	3,546	1,699	887	15,910,422
1901	8,083	7,539	4,655	2,034	850	20,814,501

Cases outstanding July 1, 1895 1,236
 Cases outstanding July 1, 1900 2,601

From this it will be seen that the total number of complaints received during the five years was 31,887, and the total number investigated during the five years was 30,663, or an annual average of 6,132 cases investigated and closed, showing an average loss of 887 out of an average of 15,910,422 pieces of registered mail handled yearly, or a net loss of 1 piece in every 17,938 handled, being 14.4 per cent of the complaints investigated.

A comparison of the office records for the last two fiscal years shows that the total number of complaints affecting the registered mail received during the fiscal year 1901 was 868 more than the total number of the same character received during 1900. The total number of pieces of registered mail handled during the fiscal year 1901 was 20,814,501.

Of 5,394 registered cases which were referred, investigated, and closed during the last fiscal year, it was found that in 3,724 cases no actual loss had occurred, and in 1,356 cases the full amount of the loss alleged was recovered or collected, thus leaving only 314 cases in which losses were actually sustained, or 5.8 per cent of the total number of cases referred, investigated, and closed during the last fiscal year. The same percentage applied to the total number of complaints received (8,033) would indicate a total of 466 cases in which actual losses have been sustained, or one in every 44,666 pieces handled. Eighty-one were official letters and packages, of practically no money value, so that the actual total loss of letters containing money value was in the proportion of one in every 54,064 pieces handled.

The 5,394 registered cases above referred to represent complaints from every State in the Union, together with Porto Rico (in which there were 11) and the Hawaiian Islands (in which there were 64). Actual loss occurred in but one case in Porto Rico, and no actual loss was sustained in the Hawaiian cases. New York leads with 413 cases, in which there was an actual loss in 35; Mississippi follows with 332, and an actual loss in 10; Illinois had 316, with an actual loss in 16; Missouri with 297, and actual loss in 12; Texas 297, and actual loss in 20; Pennsylvania with 248, and actual loss in 11, and Arkansas with 207, and an actual loss in 9.

The losses in 1898 were 9.9 per cent of the total number of cases referred and investigated, or an average of 1 piece in every 24,608 pieces handled. In 1899 the loss was 8.7 per cent of the total number of cases referred and investigated, or an average of 1 piece in every 25,980 handled. In 1900 the loss was 7.2 per cent of the total number of cases referred and investigated, or an average of 1 piece in every 35,682 pieces handled, while the loss for the fiscal year under consideration was 5.8 per cent of the total number of cases referred and investigated, or an average of 1 piece in every 44,666 handled.

Recapitulation of A cases.

Cases outstanding July 1, 1900.....	2,601
Cases under consideration in the Department July 1, 1900.....	713
Cases referred for investigation.....	8,033
Total	11,347
Cases closed (previous year cases)	2,145
Cases closed (current year cases)	5,394
Cases under consideration in the Department July 1, 1901.....	674
Cases outstanding July 1, 1901.....	3,134
Total	11,347

B CASES, OR CASES RELATING TO ORDINARY MAIL.

All unregistered letters and packages transmitted in the mails are included in the general classification of ordinary mail. Millions of important communications and valuable inclosures are intrusted by the public to the mails yearly, with the confident expectation that they will reach destination in good order and safety; but in the most careful service errors are liable to occur, resulting in delay and occasional loss. It should not be inferred, however, that carelessness or even indifference is tolerated in handling the least valuable piece of ordinary mail. The post-office inspectors are as zealous in their endeavors to locate the criminal whose depredations are confined to ordinary mail as they are in cases involving registered mail, and even greater care is required to locate those who rifle ordinary mail only, because of the lack of facilities for tracing matter of this class.

As showing the importance of placing the name and address of the sender upon the envelope or wrapper, it is only necessary to state that thousands of letters deposited for transmission in the mails are misdirected, or not directed at all; and it is often impossible, even with all the facilities afforded by the Department, either to deliver these letters to the addressees or return them to the writers. It is also important that every depredation upon the mails and losses occurring therein which may come to the knowledge of the patrons thereof should be promptly reported to the Chief Post-Office Inspector.

As shown in Exhibit D, there have been 100,255 complaints received at this office during the last fiscal year affecting the ordinary mail. Of this number 52,306 referred to letters and 47,949 referred to packages. The above total shows an increase in number of 8,223, or a fraction over 8 per cent, as compared with the number of cases of this class received during the year 1900.

In addition to the 63,642 cases of this class which were referred and investigated during the fiscal year just completed, there were also 28,055 cases of the same class which had been received and referred in previous years, and which were closed last year, making a total of 91,697 B cases disposed of during 1901. Of the 63,642 cases referred and investigated during this year, it was shown that no loss had occurred in 12,576 cases, or nearly 20 per cent of the total complaints of this class received.

C CASES, OR MISCELLANEOUS COMPLAINTS AND INQUIRIES AFFECTING THE EMPLOYEES OR BUSINESS OF THE POSTAL SERVICE.

A reference to Exhibit E will show the number and character of this class of cases referred to inspectors for investigation during the fiscal year ended June 30, 1901, as well as the source from which the requests for such investigations emanated. It will be seen that the number of these references aggregated 42,957, of which 1,715 originated in the office of the First Assistant Postmaster-General, 410 in the office of the Second Assistant Postmaster-General, 577 in the office of the Third Assistant Postmaster-General, 39,624 in the office of the Fourth Assistant Postmaster-General (1,707 in the appointment division, 8,990 in the division of bonds and commissions, and 28,927 in the division of post-office inspectors and mail depredations), 62 in the office of the Assistant Attorney-General for the Post-Office Department, and 569 in the office of the Auditor for the Post-Office Department.

At the beginning of the fiscal year there were 49,213 cases brought forward from the previous year not closed. Add to this the 42,957 received during the year and we have 92,170 cases to be accounted for. Of this total 52,109 were closed, leaving 40,061 cases on hand July 1, 1901.

The following is a statement in detail, showing the number of cases relating to violations of the various sections of the Postal Laws and Regulations of 1893:

Num- ber of section.	Subject.	Number of cases.
125)	Irregularities on part of postmasters in the sale of postage stamps, false returns of	
211)	cancellations, etc.....	392
470)	Evasion of payment of proper rates of postage.....	269
227)	Lottery matter in the mails.....	64
331)	Scurrilous and obscene matter.....	1,550
332)	Use of mails for fraudulent purposes.....	1,669
333)	Unlawful use of penalty envelopes.....	24
334)	Post-offices located in barrooms.....	109
368)	Carrying mail by private express.....	31
430)	Obstructing the mails.....	63
675)	Forging or counterfeiting money orders.....	6
to	Embezzlement of letters containing inclosures, by postal employees.....	44
679)	Detaining, opening, or destroying letters, by postal employees.....	397
694)	Intercepting or stealing mail, by any person.....	793
695)	Willfully neglecting to deposit postal revenues, by postmaster.....	68
1420)	Removing cancellations from postage stamps.....	322
1425)	False personation of United States officer.....	1
1430)		
1431-2)		
1445)		
1450-1)		
1452)		

By reference to Exhibit F it will be seen that of the 42,957 cases referred to inspectors for investigation during the last fiscal year, 18,812 were reported on and finally closed, leaving a balance of 24,145 referred during that period which were not closed.

A comparison of the last two fiscal years shows that there were 33,092 less cases of this class referred to inspectors in 1901 than during 1900, while the number of cases closed in 1901 was 2,499 more than the number closed during the previous year and 35,077 more than in 1899.

It will thus appear that although there were 40,061 cases of this class in the hands of inspectors on June 30, 1901, the number investigated and closed exceeded that of the previous year. The large number remaining on hand is explained by the fact that 19,302 inspection cases were made up during the year, a considerable portion of which did not reach the inspectors in time for investigation and closing prior to June 30, 1901.

D CASES, OR CASES REFERRING TO HIGHWAY ROBBERY OF THE MAILS, ROBBERIES OF POST-OFFICES, AND OTHER SPECIAL DEPREDACTIONS.

Exhibit H embraces the class of investigations which relate to the robbery and burning of post-offices, wreckings, and other casualties occurring to postal cars; highway robberies of mail trains, messengers, stages, etc. The investigation of this class of cases requires persistent and patient effort on the part of inspectors.

The following is a comparative statement of the depredations and casualties treated in this class of cases during the fiscal years 1898, 1899, 1900, and 1901:

Year.	Robberies.				Postal cars burned and wrecked.	Post-offices burned.	Pouches lost.	Pouches cut or stolen.
	Post-offices.	Mail trains and stages.	Mail messengers.	Letter boxes.				
1898	1,547	42	2	55	65	544	407	417
1899	1,481	34	.....	76	46	563	488	401
1900	1,587	23	.....	76	92	586	602	511
1901	1,635	37	3	158	71	643	656	743

The above figures show a decrease in the number of postal cars burned and wrecked as compared with previous years noted, but an increase in the number of other depredations and casualties listed.

Of the 4,066 cases of this class referred during the year, 2,982 were investigated and closed. One thousand and thirteen cases referred during previous years were also reported, making a total of 3,995. There were outstanding July 1, 1901, 1,159 cases of this class.

The special feature which attracts attention in this class of cases is the fact that the number of post-offices robbed during the current year is 1,635, which, in comparison with the average number for the previous three years (1,538), shows an increase of over 6 per cent, with only a corresponding increase of 2.4 per cent in the number of post-offices.

CLASS F CASES.

Inquiries and complaints relating to international mail matter forwarded to and from foreign countries and in transit across the United States to a foreign country are designated F cases. For the most part these cases are simply inquiries relative to the delivery of foreign matter, which necessarily require considerable correspondence. But few need personal investigation by an inspector. During the year there were 23,098 of this class, of which 13,994 related to registered matter, 8,958 to the ordinary mail, and 146 were of a miscellaneous nature. To the 23,098 cases received there should be added 4,741 cases which were on hand at the beginning of the fiscal year, making a total of 27,839 cases on hand and received during the year. Of this number, 23,648 cases were closed. Investigation in 12,640 of these cases showed that no loss had occurred in the registered mails. Twenty-two cases related to investigations in which collections were made and the amount so collected disbursed through this office. Eighteen cases affecting registered matter were closed as chargeable to robberies. One thousand two hundred and fifty-one cases related to losses outside of the United States, and 221 cases related to alleged rifling not located. Of the 9,204 cases relating to ordinary matter which were closed during the year, 3,889 were reported without loss; in 5,315 cases the losses could not be located; 46 cases related to international money orders; 57 cases affected lotteries, and 99 cases were of a miscellaneous character. At the end of the year there were 4,191 cases on hand partially investigated, 256 being in the hands of inspectors.

The number of inquiries and replies received during the year which required translation into English amounted to 11,110. Of this number, 3,870 were translated by the foreign mails division of the Second Assistant Postmaster-General's office and 7,240 were translated by our own force.

The following summary of foreign cases shows the number and character of reports received, the number of cases disposed of during the current year, those remaining on hand from the previous year, and the cases which are now in an incomplete condition:

Summary of F cases.

[Showing the number on hand, received and disposed of during the fiscal year, and the number not completed at the beginning of the current year, July 1, 1901.]

Cases on hand July 1, 1900.....	4,741
Cases received during the year relating to registered matter.....	13,994
Cases received relating to ordinary matter.....	8,958
Cases received of a miscellaneous character.....	146
Total.....	27,839
Cases relating to registered matter closed without loss.....	12,640
Registered cases in which loss occurred abroad.....	1,251
Registered cases closed, showing loss by robbery in the United States.....	18
Registered cases closed in which loss was not located as between the United States and foreign countries.....	8
Registered cases closed, showing loss in United States.....	82
Registered cases closed in which the alleged rifling was not located as between the United States and foreign countries.....	221
Total registered cases closed.....	14,220
Ordinary cases closed without loss.....	3,889
Ordinary cases closed, loss not located.....	5,315
Total ordinary cases closed.....	9,204
Cases relating to international money orders closed.....	46
Cases relating to lotteries closed.....	57
Other miscellaneous cases closed.....	99
Total miscellaneous cases closed.....	202
Cases closed in which collections were made and sums disbursed through this office.....	22
Total number of cases closed during the year.....	23,648
Cases on hand, unfinished, July 1, 1901.....	4,191
Total.....	27,839

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

The total number of arrests during the fiscal year, as shown by Exhibit I, was 1,611. Of this number 101 were postmasters, 40 were assistant postmasters, 65 were clerks in post-offices, 10 were railway postal clerks, 27 were letter carriers, 43 were mail carriers, and 19 were employed in minor positions in the postal service. The total number of post-office burglars arrested was 327, and the remainder of 979 were persons in no wise connected with the postal service.

Of the total number arrested (1,611), 1,032 were disposed of in United States courts, resulting in 634 convictions. Two died awaiting trial, 3 forfeited bail, 8 escaped from custody, while 55 were acquitted. In 80 cases proceedings were dismissed, 139 were discharged on preliminary examination, and 111 were discharged by the grand jury, leaving 461 cases pending in United States courts on July 1, 1901.

In State courts 77 cases were disposed of, resulting in 65 convictions and 12 acquittals, leaving 41 cases awaiting trial at the close of the fiscal year.

The following is a comparative statement of the depredations and casualties of this class for the past decade:

Year.	Number of post-offices.	Increase.	Post-offices burned.	Increase.	Post-offices burglarized.	Increase.	Burglars arrested.	Increase.
		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>
1891	64,329	3	444	24	868	10.5	178	35.9
1892	67,119	4.3	498	12.2	1,108	27.6	203	14
1893	68,403	1.9	530	6.4	1,195	7.9	228	12.3
1894	68,806	.6	558	5.3	1,621	35.6	351	53.9
1895	70,064	1.8	532	14.7	1,561	13.7	423	20.5
1896	70,360	.4	532	.....	1,474	15.6	470	11.1
1897	71,022	.9	500	16	1,573	6.7	419	110.9
1898	73,570	3.5	544	8.8	1,547	11.7	441	5.3
1899	75,000	1.9	563	3.4	1,481	14.2	361	118
1900	76,688	2.2	586	4	1,587	7.2	320	111.3
1901	76,945	.3	643	9.7	1,635	3	327	2.1
1891	64,329	.....	444	.....	868	.....	178	.....
1901	76,945	19.6	643	44.8	1,635	88.3	327	83.7

¹ Decrease.

From this table it will be noted that while the number of post-offices in the United States has increased only 19.6 per cent during the last ten years, the increase in the number of post-offices destroyed by fire during that period has been 44.8 per cent and the number of post-office robberies has increased 88.3 per cent, while the increase in the number of post-office burglars arrested has been 83.7 per cent.

IDENTIFICATION OF CRIMINALS.

The matter of the identification of criminals is one of importance. The section having charge of this feature of the work has been in operation since July 1, 1899, and promises to be valuable to the service. The Bertillon system of measurement and description is used whenever practicable, and there are now on file in the section the descriptions and histories of many criminals. The identification section, through the chief post-office inspector, is a subscriber to the National Bureau of Identification. To this national bureau are sent photographs, measurements, and descriptions of criminals when arrested, and the information of that institution is at the command of the post-office inspectors.

REWARDS.

The standing rewards offered by the Postmaster-General for the apprehension and conviction of post-office robbers have secured the

earnest cooperation of local officers and the detective and police forces of the country, resulting in the arrest of a considerable number of particularly bold and annoying depredators of this class.

During the year there have been filed with the Department 105 claims for rewards, and there were on hand at the close of the fiscal year 1900 64 claims of this character, making a total of 169 claims under consideration during the year just closed. Of this number, 11 claims were rejected, 73 were on hand at the close of the year, and 85 were paid as follows: Three claims, making a total of \$500, chargeable to the appropriation of 1898; 20 claims, making a total of \$4,925, chargeable to the appropriation of 1899; 60 claims, making a total of \$11,450, chargeable to the appropriation of 1900; 2 claims, making a total of \$100, chargeable to the appropriation of 1901, the entire number of claims paid during the year making a total of \$16,975.

From the above statistics it will appear that there was an unexpended balance of \$24,900 on hand July 1, 1901, on account of the appropriation for rewards. There were, however, under consideration at that time 41 claims which, if allowed, will be payable from the appropriation for 1901. This number will be considerably augmented by claims to be filed for recent arrests which relate to offenses committed during the last fiscal year. When these rewards have been adjudicated and settled, their payment will consume a large proportion of the unexpended balance.

Attention is called to the fact that during the last fiscal year 60 claims, amounting to \$11,450, were paid from the appropriation of 1900 (including one claim for \$1,000), and 20 claims, amounting to \$4,925 (including one claim for \$2,000), were paid from the appropriation of 1899.

The beneficial effects resulting from the money expended on account of these rewards is apparent, and I respectfully recommend that the appropriation of \$25,000 for this purpose be renewed.

Financial statement.

Divisions.	Cash on hand July 1, 1900.	Cash collected.	Total cash.	Cash disbursed.	Balance on hand July 1, 1901.
Boston.....		\$14,663.74	\$14,663.74	\$14,648.74	\$15.00
Chattanooga.....	\$255.50	38,329.69	38,585.19	38,492.79	12.40
Chicago.....	1,010.00	39,977.34	40,987.34	40,987.34	
Cincinnati.....	4,225.65	24,248.21	28,473.86	28,473.86	
Denver.....		25,514.99	25,514.99	25,514.99	
New Orleans.....	4.15	41,454.41	41,458.56	41,458.56	
New York.....		13,644.04	13,644.04	13,644.04	
Philadelphia.....	1.42	45,083.91	45,085.33	45,067.97	17.36
St. Louis.....	5.00	44,983.73	44,988.73	44,985.03	3.70
St. Paul.....		26,210.44	26,210.44	26,206.19	4.25
San Francisco.....	10.00	12,065.86	12,065.86	12,065.86	
San Juan.....		952.38	952.38	952.38	
Spokane.....		21,584.75	21,584.75	21,584.75	
Washington.....	18.75	32,732.21	32,750.96	32,750.96	
Total.....	5,530.47	381,435.70	386,966.17	386,823.46	142.71

The above table shows by divisions the amounts of money collected or recovered and disbursed during the fiscal year.

Adding to \$5,530.47, the amount of cash on hand at the close of the last fiscal year, the sums collected during the past year, \$381,435.70,

the total to be accounted for is \$386,966.17. Of this amount \$386,823.46 has been disbursed, leaving an unexpended balance of \$142.71 at the close of the year. This money represents collections of balances due from postmasters, penalties for violations, amounts recovered on account of fraudulent use of the mails, and collections of amounts illegally received by postmasters through false cancellations, as well as collections in cases of robberies of post-offices, wrecking of mail trains, highway robberies of mail stages, and moneys received on account of loss in the ordinary and registered mails attributable to carelessness, accident, or larceny.

SPECIAL WORK IN ALASKA.

The general conditions in Alaska have become more settled, and the postal service has been fairly well organized during the last four years throughout the Yukon and the very remote sections along the north coast of the Bering Sea. But one arrest was made in that Territory during the year, which speaks well for the integrity of the service, especially in view of the remoteness of the Territory and the unusually large amounts of money that have been handled at the more important post-offices.

A post-office was established at Point Barrow, which is doubtless the northernmost post-office in the world.

CUBA.

Inspector M. C. Fosnes was continued throughout the entire year as director-general of posts of Cuba and still holds that position, and Inspector F. M. Hamilton remained as acting chief special agent. Inspector J. R. Harrison was acting postmaster at Habana during the greater part of the fiscal year. The services of these inspectors merit special commendation. By their untiring work they have firmly established the Cuban postal service upon a sound and economical basis and ably carried out the plans of reorganization inaugurated during the latter part of the fiscal year 1900. The gratifying results of the reorganization and the economical and honest administration of the postal affairs of the island are shown by a comparison of the receipts and expenditures of the fiscal year 1901 with those of the fiscal year 1900, as follows:

Revenues:	
1900.....	\$246,912.31
1901.....	367,634.50
Increase.....	120,722.19
Or 48.89 per cent.	
Expenditures:	
1900.....	598,497.69
1901.....	451,437.89
Decrease.....	147,059.80
Or 24.57 per cent.	
Deficit:	
1900.....	352,585.38
1901.....	83,803.39

This is certainly a creditable showing in view of the fact that many expenditures were necessitated because of unwise contracts that had been entered into by those in charge of the postal service of the island during the preceding fiscal year and which could not be abrogated.

Notwithstanding the reduction of over \$147,000 in the expenditures, or about 25 per cent, the service has been greatly improved, due to careful and intelligent supervision by Inspector Fosnes. The increase in the revenues of \$120,722.19, or 48.89 per cent, is not due to an increase in the postal business, but to a proper accounting for moneys received.

The management of the Habana post-office deserves special attention. When Inspector Harrison took charge the expenses of the office amounted to \$130,260 per annum, and when he retired, after having been in charge of the office less than a year, the expenditures had been reduced to less than \$100,000, and at the same time great improvements were made in the efficiency of the postal service of the city.

PORTO RICO AND HAWAII.

The island of Porto Rico was formed into a division of post-office inspectors, with an inspector in charge, one inspector, and one clerk, the headquarters of the division being at San Juan. It is necessary to maintain an office at that place for the reason that so many postmasters in the island are unable to correspond with the Department direct, on account of their inability to write the English language. The correspondence between the postmasters and the Department passes through the office of the inspector in charge, and postmasters' accounts and reports are examined by him, and if found to be incorrect postmasters are required to correct them before sending them to the Department, thereby saving a great deal of delay in adjusting their accounts.

A division, with an inspector in charge and one clerk, for the Territory of Hawaii was established at Honolulu. The same conditions which made such action necessary in Porto Rico exist in Hawaii, and the business is handled in the same manner.

RECOMMENDATIONS.

The act of June 13, 1898, providing that assistant postmasters, cashiers, and other employees in post-offices of the first, second, and third classes shall give bond direct to the United States, has not proven satisfactory in operation and has raised a number of legal questions, which, if decided in accordance with the contention of sureties and postmasters, may result in serious loss to the Government. Originally a postmaster was responsible under his bond for all moneys received, and it was his duty to account therefor, even if a loss was due to a subordinate. A vexatious question as to responsibility for losses has arisen since the act referred to became effective. If the postmaster makes good the loss, there is no provision for him to succeed to the rights of the United States under the clerk's bond. If it should be judicially determined that the bonding of the clerk direct to the United States relieves the postmaster, the Government would have no recourse in the event the loss exceeded the amount of the bond. I therefore earnestly recommend that the act be repealed, and suggest a law be

enacted requiring assistant postmasters, cashiers, and other employees to give bonds to postmasters direct and holding postmasters responsible under their own bonds for any and all acts and defaults occurring at their respective offices.

I further recommend:

That provision be made for the payment of incidental expenses incurred by local officers or others in the arrest, detention, and keeping of prisoners charged with violations of the postal laws until such prisoners can be transferred to the custody of a United States marshal.

That a statute be enacted authorizing post-office inspectors to take out search warrants whenever the same may be necessary in the prosecution of their official duties.

That an appropriation be made for the purpose of constructing look-outs wherever, in the opinion of the Postmaster-General, the same may be needed.

That the interstate-commerce law be amended to prohibit common carriers—to wit, telegraph and express companies—or any of their employees from aiding and abetting in the green-goods or lottery swindles or any other scheme, carried on partly by mail and partly by common carrier, and which is in violation of the postal laws.

Respectfully submitted.

J. L. BRISTOW,

Fourth Assistant Postmaster-General.

THE POSTMASTER-GENERAL.

EXHIBIT A.—Number and character of complaints (by States) upon which A cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1901.

States and Territories.	Letters.		Parcels.		Total.	Alleged cause of complaint.										Total.
	In which contents were stated when complaint was made.	Contents not stated.	Contents stated.	Not stated.		Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employees.	Improper dispatch.	Other causes.		
Alabama	163	84	1		248	147	81	3	2	2	1	1	4	7	248	
Alaska	14	4	2	1	21	2	15	2	1	1					21	
Arizona	13	12			25	12	7	2	2	1					25	
Arkansas	205	138	3	3	349	159	151	6	3	3			27		349	
California	53	69	6	2	130	80	73	6	4	3	2	1	3	3	130	
Colorado	67	39	3	1	110	55	34	1	2	14			2	2	110	
Connecticut	48	50	14	2	114	23	77	2		4			3	5	114	
Delaware	16	14	1		30	14	14			1		1			30	
District of Columbia.	63	100	21	18	202	26	158		3	6	1			8	202	
Florida	71	44		1	116	68	37			2	1		1	4	116	
Georgia	169	54	1	4	228	135	70	9	5	2	2		2	3	228	
Hawaii	33	127	29		189	42	54	1							189	
Idaho	40	58	4	1	103	42	54	1		3	1		1	1	103	
Illinois	212	138	37	19	406	147	206	6	10	18	1		5	13	406	
Indiana	112	48	5		165	105	47	2	3	4	1			3	165	
Indian Territory	58	42			100	45	46			2			1	6	100	
Iowa	61	51	1	3	106	30	60	4	1	5	2		1	3	106	
Kansas	61	37	1	1	100	39	39		3	4	4			11	100	
Kentucky	170	107	1	2	280	150	107	10		2	2		5	4	280	
Louisiana	154	81	5	1	241	130	93	2	10				6		241	
Maine	23	13			38	17	16			3	2				38	
Maryland	79	41	2	1	123	69	40	3	5	1	1			4	123	
Massachusetts	88	48	7	5	148	37	79	1	5	4	3		4	15	148	
Michigan	111	58	4	4	177	94	68	1	2	6			2	4	177	
Minnesota	57	33	9	1	100	49	39	2	2	5	1			2	100	
Mississippi	277	115	1	2	395	249	125	8	3	2			3	5	395	
Missouri	215	119	12	10	356	157	150	5	4	5	6		6	23	356	
Montana	35	91	6	1	133	27	88	1	3	5			1	8	133	
Nebraska	49	21	2	3	75	31	35	1	1	2			1	4	75	
Nevada	4	9	2		15	3	9	3							15	
New Hampshire	16	9	1		26	8	10			2				6	26	
New Jersey	61	40	3	2	106	40	50	1	1	3	1		3	7	106	
New Mexico	5	6	2		13	3	9			1					13	
New York	236	307	41	22	606	162	356	10	13	20	3		9	33	606	
North Carolina	104	46	1		151	74	62	3	1	7				4	151	
North Dakota	9	20	1	2	32	7	21	1		1				1	32	
Ohio	150	93	4	4	251	124	97	6	4	8	3		1	8	251	
Oklahoma	37	37	3		77	29	43		2	2	1				77	
Oregon	31	39	1	2	73	25	41			3			2	2	73	
Pennsylvania	263	116	10	4	393	205	135	10	8	20	3		5	7	393	
Porto Rico.	7	10			17	3	13				1				17	
Rhode Island.	8	14	1	1	24	11	12	1							24	
South Carolina	112	40		1	153	99	47	1	3	1				2	153	
South Dakota	20	13			33	15	12	1		3			1	1	33	
Tennessee	135	66		2	203	100	79	8	2	4			1	9	203	
Texas	263	118	6	4	391	190	167	6	5	5			5	13	391	
Utah	9	4	2		15	8	7								15	
Vermont	4	11		1	16	3	9	1	1	1				1	16	
Virginia	123	53	3	1	185	101	65	7	3	5				4	185	
Washington	39	56	2	2	99	27	55		2	11			2	2	99	
West Virginia	134	47	2	2	185	122	45	5	5	3			2	3	185	
Wisconsin	59	36	3	1	99	43	44	2	1	4	1		1	3	99	
Wyoming	44	17			61	32	19	4	1	3				2	61	
Total	4,584	3,043	268	138	8,033	3,812	3,316	148	135	217	44	3	77	281	8,033	

1901.

Financial condition.

	Robbery of post- al cars.	Robbery of stages, etc.	Theft.	No discovery.	Total.	No loss.	Cases paid— Through office of chief of P.O. Inspector.	Through Dead Let- ter Office.	Outside the Depart- ment.	No recovery.	Total.	Grand total.
	30	31	32	33	34	35	36	37	38	39	40	41
Alaba				3	30	53	7	2	17	4	30	83
Alaska						9						9
Arizo				1	6	15	2		3	1	6	21
Arka	6	1	2	3	82	125	6		67	9	82	207
Califo		1		5	25	82	2		8	15	25	107
Color				1	26	62	3		20	3	26	98
Conn				4	7	62	2			5	7	69
Delaw				1	2	22			1	1	2	24
Distr					1	93	1				1	94
Flork		1		2	14	36	3	1	8	2	14	50
Georg		1		2	39	48	12	4	19	4	39	87
Hawa						64						64
Idaho				2	23	43	8	1	9	5	23	66
Illino			1	6	96	220	17		57	16	96	316
India	1		1	6	60	71	6		45	9	60	131
India				2	19	53	7		10	2	19	72
Iowa				1	18	66	2		15	1	18	84
Kansa			1		34	46			31	8	34	80
Kenti				5	60	108	8		46	6	60	168
Louis				4	68	126	6		42	20	68	194
Maine					4	19	3		1		4	23
Mary				4	48	65	5		32	11	48	113
Mass				1	8	77	2		1	5	8	85
Michi				3	43	78	3	2	21	17	43	121
Minn				7	17	52			7	10	17	69
Missi				4	154	178	32	1	111	10	154	332
Misso				4	84	213	16		56	12	84	297
Mont	1				14	61	4		9	1	14	75
Nebr					19	40	1		14	4	19	59
Neva				2	2	18		1	1		2	20
New				1	2	13			1	1	2	16
New				3	27	48	7		12	8	27	75
New					4	8			2	2	4	12
New	1			18	85	328	19		31	35	85	413
North				1	48	61	7	1	28	12	48	109
North					4	25			4		4	29
Ohio				7	71	125	13	1	50	7	71	196
Oklah		1		3	7	45			4	3	7	52
Orego				9	9	47			5	2	9	56
Penna		1				150	1	1	78	11	98	248
Porto			1	6	98	9	7	2	1	1	2	11
Rhody					1	15			1		1	16
South					17	31	2	1	14		17	48
South					5	19			2	2	5	24
Tenn				2	29	55	5		22	2	29	84
Texas	1			13	78	219	21	1	36	20	78	297
Utah		2			2	12				2	2	14
Verm					1	10					1	11
Virgi				3	47	89	2	1	37	7	47	136
Washi		1		2	9	53	3		3	3	9	62
West		23		4	75	64	40		29	6	75	139
Wisco				5	23	63	9		3	6	23	86
Wyom				2	23	30	5		10	8	23	53
	10	34	6	141	1,670	3,724	300	26	1,080	314	1,670	5,394

ne 30, 1901.

State.	Financial condition.											
	Robbery of post-al cars.	Robbery of stages, etc.	Theft.	No discovery.	Total.	No loss.	Cases paid.			No recovery.	Total.	Grand total.
							Through office of chief P. O. Inspector.	Through Dead-Letter Office.	Outside the Department.			
30	31	32	33	34	35	36	37	38	39	40	41	
Alabama				2	40	15	25		10	5	40	55
Alaska						4						4
Arizona	8			1	19	4	5			14	19	23
Arkansas	1		2	6	52	40	27	2	4	19	52	92
California				1	8	20	2		1	5	8	28
Colorado				2	49	56	38			11	49	105
Connecticut					11	4				2	6	17
Delaware				3	3	3	2		1		3	6
District of Columbia				5	5	23				5	5	28
Florida					14	9	8		4	2	14	23
Georgia				5	33	15	16	1	4	12	33	48
Hawaii					1	3				1	1	4
Idaho		1		2	10	9	2	1	3	4	10	19
Illinois				8	35	49	13	2	6	14	35	84
Indiana		1		4	11	20	1		4	6	11	31
Indian Territory			2	1	15	9	8		1	5	15	24
Iowa				2	12	14	7	2	1	2	12	26
Kansas					63	13	3	2	2	56	63	76
Kentucky				2	37	25	26		5	37	87	122
Louisiana			2	4	36	22	23		4	9	36	58
Maine				2	6	4	3		1	2	6	10
Maryland				5	25	14	5	7	5	8	25	39
Massachusetts				2	8	30	2			6	8	38
Michigan				6	22	12	10		2	10	22	34
Minnesota				2	7	11	2		3	2	7	18
Mississippi				3	44	23	28	2	7	7	44	67
Missouri			4	7	91	43	63	2	7	19	91	134
Montana				1	6	5	3		1	2	6	11
Nebraska				1	5	14	3		1	1	5	19
Nevada					5	3			5	5	8	13
New Hampshire				2	3	4			1	2	3	7
New Jersey				2	7	10	2			5	7	17
New Mexico					8	9	2			8	17	25
New York				14	42	41	17	1	2	22	42	83
North Carolina	1	2		4	40	55	19	8	4	9	40	95
North Dakota					4		2			2	4	8
Ohio				6	27	33	10	1	3	13	27	60
Oklahoma				1	4	9				4	4	13
Oregon				1	10	24	2		2	6	10	34
Pennsylvania				6	47	40	13		5	29	47	87
Porto Rico				1	1	2				1	1	3
Rhode Island				2	7	3	5			2	7	10
South Carolina				3	19	6	6		6	7	19	25
South Dakota					4	3	2			2	4	7
Tennessee				5	64	12	11		5	48	64	76
Texas		1		8	45	17	23		4	18	45	62
Utah					2	5	1			1	2	7
Vermont						1						1
Virginia												
Washington		1	1	12	50	20	11	7	8	24	50	70
West Virginia				3	80	18	3		2	75	80	98
Wisconsin				9	67	54	28	9	15	4	67	121
Wisconsin				3	10	32	6			15	10	42
Wyoming				1	5	6	2		1	2	5	11
Total	10	6	12	157	1,214	931	494	49	135	536	1,214	2,145

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters.

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Pack-ages.	Total number of complaints received.
Alabama	407	318	59	200	607
Arkansas	240	195	45	137	377
California	991	752	239	953	1,914
Colorado	462	369	93	470	932
Connecticut	729	572	157	405	1,134
Delaware	210	172	38	87	297
Florida	293	213	80	148	441
Georgia	510	393	117	348	858
Illinois	4,418	3,409	1,039	9,395	13,843
Indiana	1,005	867	118	688	1,593
Iowa	541	480	64	417	991
Kansas	553	490	63	345	898
Kentucky	568	456	112	1,103	1,671
Louisiana	428	354	74	336	764
Maine	406	359	47	174	590
Maryland	1,170	889	281	736	1,906
Massachusetts	4,566	4,167	399	2,767	7,333
Michigan	1,233	1,036	197	1,171	2,404
Minnesota	927	785	142	1,037	1,961
Mississippi	235	184	51	104	339
Missouri	1,806	1,397	409	3,195	5,001
Nebraska	303	260	43	365	668
Nevada	12	8	4	4	16
New Hampshire	228	197	31	85	313
New York	12,544	8,475	4,069	11,226	23,770
New Jersey	2,363	1,790	573	1,065	3,428
North Carolina	328	247	81	194	522
North Dakota	64	58	6	60	124
Ohio	2,861	2,353	511	2,564	5,428
Oregon	116	93	23	164	280
Pennsylvania	5,838	4,828	1,010	3,793	9,631
Rhode Island	689	544	145	415	1,134
South Carolina	195	149	46	159	354
South Dakota	93	82	11	78	171
Tennessee	414	337	77	318	732
Texas	700	602	98	590	1,290
Vermont	199	179	20	108	307
Virginia	847	692	155	525	1,372
Washington	268	217	51	192	460
West Virginia	255	212	43	418	673
Wisconsin	678	595	83	463	1,141
Alaska	13	11	2	7	20
Arizona	73	64	9	83	106
District of Columbia	165	638	227	572	1,437
Idaho	66	64	2	37	103
Indian Territory	55	52	3	29	84
Montana	146	117	29	63	209
New Mexico	57	43	14	34	91
Oklahoma	89	76	13	60	149
Utah	98	84	14	51	149
Wyoming	37	27	10	21	58
Porto Rico	58	41	17	54	112
Hawaii	20	14	6	26	46
Total	52,306	41,056	11,250	47,949	100,255

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
Alabama.....	15	55	23	1	8	505
Arkansas.....	102	98	13	.....	1	163
California.....	427	304	250	.....	3	960
Colorado.....	202	280	243	3	10	194
Connecticut.....	321	82	148	.....	6	577
Delaware.....	14	52	86	.....	4	141
Florida.....	4	38	13	.....	25	361
Georgia.....	5	106	116	.....	1	631
Illinois.....	746	2,236	8,065	3	17	2,756
Indiana.....	393	244	367	2	13	574
Iowa.....	227	129	177	.....	3	455
Kansas.....	169	217	103	1	3	405
Kentucky.....	551	281	147	1	4	687
Louisiana.....	83	135	273	10	1	26
Maine.....	143	42	69	.....	3	323
Maryland.....	22	324	765	.....	.....	795
Massachusetts.....	2,503	682	994	.....	23	3,131
Michigan.....	677	344	289	2	13	1,079
Minnesota.....	531	307	312	2	5	807
Mississippi.....	57	72	45	.....	4	161
Missouri.....	507	1,059	280	2	7	3,146
Nebraska.....	151	156	74	.....	.....	287
Nevada.....	7	1	.....	.....	.....	8
New Hampshire.....	101	36	46	.....	2	128
New York.....	1,692	1,168	12,313	4	106	8,487
New Jersey.....	561	371	1,720	.....	12	764
North Carolina.....	25	94	107	.....	5	291
North Dakota.....	21	57	32	.....	.....	14
Ohio.....	1,191	791	1,720	5	24	1,687
Oregon.....	76	67	19	.....	15	103
Pennsylvania.....	747	1,130	5,803	3	24	1,924
Rhode Island.....	169	50	311	.....	3	601
South Carolina.....	6	40	13	.....	6	289
South Dakota.....	25	48	33	.....	1	64
Tennessee.....	8	59	67	.....	4	594
Texas.....	213	284	272	.....	25	496
Vermont.....	95	20	43	.....	5	149
Virginia.....	48	212	622	2	.....	563
Washington.....	32	186	102	.....	31	109
West Virginia.....	184	136	131	.....	4	218
Wisconsin.....	268	170	194	.....	3	506
Alaska.....	2	1	1	.....	.....	16
Arizona.....	20	18	13	.....	.....	55
District of Columbia.....	86	222	390	1	11	727
Idaho.....	11	38	18	.....	3	33
Indian Territory.....	13	24	6	.....	.....	41
Montana.....	9	61	51	.....	1	87
New Mexico.....	32	21	13	.....	.....	25
Oklahoma.....	29	34	8	.....	1	77
Utah.....	41	42	8	.....	.....	58
Wyoming.....	7	13	14	.....	1	23
Porto Rico.....	27	23	18	.....	14	30
Hawaii.....	13	17	.....	.....	.....	16
Total.....	13,609	12,676	36,860	42	455	36,613

EXHIBIT E.—*Number, nature of cases, and office of original reference of miscellaneous cases, Class C, referred to post-office inspectors for investigation during the fiscal year ended June 30, 1901.*

Nature of cases.	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Fourth Assistant Postmaster-General.				Total number of each class of cases.
				Appointment division.	Bonds and commissions.	Chief post-office inspector.	Assistant Attorney-General.	
Inspections of post-offices						19,302	6	19,308
Responsibilities of sureties					8,990			8,990
Complaints and charges against postmaster and employees of post-offices	286	144	115	1,270		2,755	19	4,589
Establishment of post-offices and stations	4			81		18		103
Discontinuance of post-offices and stations				22		33		55
Allowances for post-offices	13					4		17
Location, change of site, name, etc., of post-offices	41			88		34		163
Appointment of postmasters				48		1		49
Establishment and discontinuance of free-delivery service	279							279
Mail-messenger service						10		10
Lease of post-offices	174					10		184
Routes, establishment, discontinuance, and change of service		2				22		24
Routes, charges against contractors, carriers, etc.		21				91		112
Mail locks and keys, loss of, etc.		48				32		80
Charges against railway postal clerks		4				16		20
Collections of balances due the United States						4	157	161
Inspections of money-order business, collection of funds, forwarding statements, etc.	53						273	326
Wrong payments of money orders	156					241	1	398
Establishment and discontinuance of money-order service						10		10
Box rents and key-deposit funds	232		188	2		107		232
Sections 125, 211, and 470			3			226	40	392
Section 327						59	5	269
Section 331						4		64
Sections 332 and 333	199	6	1	2		1,338	4	1,650
Section 334	45	6	11	5		1,567	35	1,669
Section 338						24		24
Section 430				25		84		109
Sections 675 to 679	11	8				12		31
Sections 694 and 695		4				59		63
Section 1420	6					44		6
Section 1425						365		367
Section 1430	8	6		18		761		793
Sections 1431 and 1432	29	2		1		313	35	68
Section 1445			33					322
Sections 1450 and 1451	2	3	4					1
Section 1452		1						
Miscellaneous investigations and complaints	177	155	227	145		1,385	18	2,145
Total	1,715	410	577	1,707	8,990	28,927	62	42,957

EXHIBIT F.—*Disposition, by office of chief post-office inspector, of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1901.*

Number relating to office of and referred to—

First Assistant Postmaster-General	1,699
Second Assistant Postmaster-General	511
Third Assistant Postmaster-General	601
Fourth Assistant Postmaster-General	9,359
Assistant Attorney-General	1,027
Auditor of the Treasury for the Post-Office Department	576
Relating to division of post-office inspectors and mail depredations, and filed	3,248
Report of the inspection of post-offices referred to the several bureaus of the Department	1,791

Total 18,812

EXHIBIT G.—Recapitulation.

Cases (Class C) referred to inspectors for investigation during the fiscal year ended June 30, 1901.	42,957
Cases on hand July 1, 1900, referred for investigation during previous years	49,213
Total to be accounted for	92,170
Cases referred to inspectors, reported upon, and finally closed during fiscal year ended June 30, 1901	18,812
Cases referred to inspectors during previous years reported upon and closed in fiscal year 1901	33,297
Total number of cases closed	52,109
Cases remaining in hands of inspectors July 1, 1901, uninvestigated	40,061

EXHIBIT H.—Statement of complaints received and result of complaints investigated, Class D, special depredations.

COMPLAINTS RECEIVED.

Where mailed.	Post-offices robbed.	Post-offices destroyed by fires and storms.	Postal cars and steamboats wrecked or burned.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches cut, intentionally or by accident, or stolen.	Loss of locks and failure to lock pouches.	Street and rural free-delivery letter boxes rifled.	Total number of complaints received.
Alabama	39	22				8	10	6	5	90
Arkansas	32	16	2	2	1	32	25	1	1	112
California	19	12	1			26	13	1		72
Colorado	18	4	2			10	8	3		40
Connecticut	25	3				9	23	1	2	63
Delaware	5						3		1	9
Florida	22	13				2	1		1	39
Georgia	67	26	4	2		9	10	1	3	122
Illinois	58	19	10	1		36	43	8	19	194
Indiana	64	23	4	1		21	23	1	16	153
Iowa	31	22		1		14	11	2	10	91
Kansas	55	10	2	1		26	14	3		111
Kentucky	72	27	2	3		10	22			136
Louisiana	27	10	2	1		7	12	5	2	66
Maine	24	7		1		4	22	1		59
Maryland	16	5				4	15	3	3	46
Massachusetts	39	10				17	33	3		106
Michigan	52	13				10	24	1	3	103
Minnesota	17	19	2		1	9	27	3	6	61
Mississippi	38	13	1	2		57	32	6	2	216
Missouri	82	26	1	6		57	32	6		168
Nebraska	39	11	1			7	2	2		10
Nevada	11	3	3			2	6			26
New Hampshire	11	1				43	101	8	12	279
New York	90	22	1	1	1	7	29	2	8	89
New Jersey	34	8		1		5	9		3	75
North Carolina	40	18					4	1		18
North Dakota	5	8				32	32	1	14	184
Ohio	80	21	4			18	1	2		45
Oregon	12	8		4		23	26	5	15	208
Pennsylvania	104	33	2			7	11	1		19
Rhode Island	25	11	1	1			4	1		57
South Carolina	11	3				13	14	5	8	116
South Dakota	54	20		2		33	13	3	5	232
Tennessee	80	89	5	4		3	6	1	1	27
Texas	15	1				14	31	3	3	137
Vermont	63	23				56	9	6	1	109
Washington	25	11	1			5	9	1		68
West Virginia	40	12	1			5	19	6	5	73
Wisconsin	22	16				2				3
Alaska			1			6	6			16
Arizona	2		2	1		2			2	7
District of Columbia	3					5		3		19
Idaho	6	3	1	1		3	1	1		27
Indian Territory	15	3	4			8	8	2	1	43
Montana	9	10	5			8	4	2		19
New Mexico	4	1				10	4			40
Oklahoma	21	5				5	8	4	1	28
Utah	8	1	1			3	3	6		16
Wyoming	2		1	1		1	2			6
Porto Rico	2	1								6
Hawaii	1									6
Total	1,635	613	71	37	3	656	743	120	158	4,066

EXHIBIT II.—Statement of complaints received and result of complaints investigated, Class D, special depredations—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
Alabama.....	32	4	2	16	17	19
Arkansas.....	40	23	1	21	2	25
California.....	24	18	1	19	1	11
Colorado.....	12	6		7	6	9
Connecticut.....	25	9		21		8
Delaware.....	5	1		3		
Florida.....	15	2		5		10
Georgia.....	36	10		16	16	44
Illinois.....	58	20	1	49	10	56
Indiana.....	53	13	1	29	7	50
Iowa.....	36	9		18	2	26
Kansas.....	54	11		14	5	27
Kentucky.....	63	7	1	15	9	41
Louisiana.....	20	14	1	17	6	8
Maine.....	17	4		15	2	21
Maryland.....	18	5	1	11	2	9
Massachusetts.....	35	16	4	26	3	22
Michigan.....	18	7	1	25	3	19
Minnesota.....	12	7	1	12	3	26
Mississippi.....	28	8	4	26	13	9
Missouri.....	70	34	5	32	21	54
Nebraska.....	39	3		9	3	14
Nevada.....	1	1	1	6		1
New Hampshire.....	11	6		6	1	2
New York.....	102	32	3	74	23	45
New Jersey.....	32	7	2	25	4	19
North Carolina.....	21	4	1	5	9	35
North Dakota.....	3	1		6		8
Ohio.....	67	24	1	28	10	54
Oregon.....	6	11		6	3	19
Pennsylvania.....	81	13	4	30	10	70
Rhode Island.....	9	1		5	1	3
South Carolina.....	21	5	2	5	3	21
South Dakota.....	9	3		2	1	4
Tennessee.....	41	7		17	16	35
Texas.....	65	21	4	81	27	34
Vermont.....	11	1		6	4	5
Virginia.....	40	7	2	22	13	53
Washington.....	20	26		10	5	48
West Virginia.....	22	5	1	11	11	18
Wisconsin.....	19	4	1	17	6	26
Alaska.....		2				1
Arizona.....	1	7	1	4	1	2
District of Columbia.....	4				1	2
Idaho.....	5	3		4	1	6
Indian Territory.....	13	2		6		6
Montana.....	9	5		9	1	19
New Mexico.....	4	6	1	3	1	4
Oklahoma.....	13	9		1	2	15
Utah.....	8	8	1	4		7
Wyoming.....	2	3	1			10
Porto Rico.....	2	1		2		1
Hawaii.....	1	1	1			3
Total.....	1,383	455	51	801	292	1,084

EXHIBIT I.—Statement showing number, classification, and disposition of cases of arrests

State or Territory where arrested.	Subject to jurisdiction of United States courts.									
	Class of offenders.									Total.
	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter carriers.	Mail carriers.	Other employees.	Burglars.	All others for various offenses.	
	2	3	4	5	6	7	8	9	10	
1	2	3	4	5	6	7	8	9	10	11
Alabama	2	1				1		13	23	40
Alaska									1	1
Arizona	1				1	1		3	1	7
Arkansas	1		1			2	1	5	20	30
California	1							1	14	16
Colorado	3		2				3	1	32	41
Connecticut		1							14	15
Delaware				1					4	5
District of Columbia					1	1	1	1	3	6
Florida	4	4				1		12	7	28
Georgia	3	1	2		1			14	31	52
Idaho	1		1						2	4
Illinois	2	3	5	1	3		1	9	101	125
Indiana	3	1				2	2	4	25	37
Indian Territory			1						4	5
Iowa	3	1						2	27	33
Kansas	5		1	1				4	14	25
Kentucky	4	3				1		11	7	26
Louisiana								2	9	11
Maine	4							2	1	7
Maryland			2					1	24	27
Massachusetts	2	1	4		3		1	5	26	42
Michigan	3		1		1			6	31	42
Minnesota			1					1	15	17
Mississippi	2	2				6		4	14	24
Missouri	12	3	6		3	1	1	22	72	119
Montana			2						4	6
Nebraska	1		2		1			2	9	15
Nevada	1									1
New Hampshire							1		1	2
New Jersey	4		1		2			1	17	25
New Mexico	5							1	1	7
New York			10	2	7	1	3	5	74	102
North Carolina	7	4	4			5		5	36	61
North Dakota									6	6
Ohio	1	1	4	1		3	2	6	46	64
Oklahoma	2	3				2		5	4	16
Oregon	3					1		2	10	16
Pennsylvania	1	1	8		4	2		17	53	86
Rhode Island								1	1	2
South Carolina	5	3				2		1	18	28
South Dakota	2		1					1	7	10
Tennessee	2	2	1	1	1	6	1	13	21	48
Texas	6	2		1		2	1	11	31	54
Utah								3	2	5
Vermont								1	3	4
Virginia			1	1	1	1		29	12	45
Washington			1		1			3	7	12
West Virginia	1	2	1					19	16	39
Wisconsin	1		1					6	22	30
Wyoming				1		1			2	4
Hawaii										
Porto Rico	3	1	1				1		9	15
Cuba			1							1
Total	101	40	65	10	27	43	19	254	934	1,493

made by post-office inspectors and others during the fiscal year ended June 30, 1901.

Subject to jurisdiction of United States courts.											State courts.									
Disposition of cases.											Offenders.		Disposition of cases.							
Discharged on preliminary examination.	Tried and acquitted.	Proceedings dismissed.	Escaped.	Guiltily: sentence suspended.	Died awaiting trial.	Forfeited bail.	Discharged by the United States grand jury.	Convicted.	Awaiting trial.	Total.	Burglars.	All others.	Total.	Convicted.	Acquitted.	Awaiting trial.	Total.	Grand total in each State.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
2	2						5	7	24	40	4		4	4			4	44		
1		1					1	1	1	1								1		
6	1	1					3	7	10	30								30		
1	1	4		2			3	4	3	16	1		1	1			1	44		
7	1	8					2	10	13	41	3		3	2	1		3	17		
3							1	7	4	15								15		
1							1	1	3	5								5		
							1	1	5	6								6		
9				1			1	6	11	28		2	2	2			2	30		
2		2					7	17	24	52	6		6	2	2	4	6	58		
				1			1	1	2	4								4		
5	3	3		4	1		5	67	37	125		1	1	1			1	126		
5		1		5			6	13	7	37	2	4	6	6			6	43		
								5	5	5								5		
1		3		1			6	10	12	33		1	1	1			1	34		
2		2						8	12	25	3	4	7	5	2		7	32		
1	2	1		2	1		1	9	10	26	5	1	6	4		2	6	32		
				1	1			5	5	11	2		2	2			2	13		
				1	1			5	1	7								7		
5	2						1	15	4	27	1	1	2		1	1	2	29		
5		1		3			4	21	8	42								42		
	1	2		1			1	14	23	42								42		
								6	10	17								17		
1			1				1	12	13	28	1		1	1			1	29		
5	3	5	1	5			9	65	26	119	1	3	4	3		1	4	123		
	1	1					1	3		6								6		
1		3					1	4	6	15	2		2	2			2	17		
								1	1	2								1		
2		2		1			7	6	7	25		1	1			1	1	26		
	1						1	2	3	7		1	1	1			1	8		
16	1	4	1	6		1	6	31	36	102	9	9	18	13	1	4	18	20		
7	13	7	2				1	25	6	61	10	2	12	4	1	7	12	73		
1		1						2	2	6								6		
4	3			1			2	38	16	64	6		6			6	6	70		
1		2		1				5	7	16								16		
1	1			1			2	9	2	16								16		
4	6	4		7			7	46	12	86	1	1	2	2			2	88		
							1	1	1	2								2		
2	2	5	1				1	7	10	28								28		
1		2					5	22	2	10								10		
2	2		1	2			3	16	48	54	6	4	4		1	3	4	52		
4	5	3				2	6	15	19	54	5	5	11	1	3	7	11	66		
			1				1	1	3	5								5		
14	1	3		2			4	13	8	4	2		2			2	2	6		
1	1							4	4	5						1	4	49		
10		6					4	10	9	39	3		3	3			3	42		
3								18	9	30								30		
	1	1					1	1	1	4								4		
							2	4	5	15		1	5	1		2	1	20		
2	1	1							1	1								1		
139	55	80	8	50	2	3	111	584	461	1,493	73	45	118	65	12	41	118	1,611		

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

SECRETARY OF THE TREASURY AND TO THE
POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1901.

REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
TO THE
SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 3, 1901.

SIR: In obedience to the law providing for the organization and operation of this Bureau, I have the honor to present the following report of said operations and of the financial transactions of the Post-Office Department during the fiscal year ended June 30, 1901:

On December 15, 1900, Hon. A. L. Lawshe, deputy auditor, who had been absent on detached service as acting auditor for the postal department in Cuba for several months, resigned his position in this Bureau and accepted the appointment of auditor for the Philippine Archipelago. Hon. N. L. Chew, Assistant Register of the Treasury, who had been acting deputy auditor during the absence of Mr. Lawshe, was thereupon transferred and appointed Deputy Auditor of this Bureau, and continued uninterruptedly the work he had previously so efficiently performed here. The appropriation bill for the fiscal year beginning July 1, 1901, made provision for an additional deputy auditor, which position was filled by the appointment of the Hon. Harrison Allen, who assumed the duties of his office on the day specified.

The executive staff of the Bureau is now as follows: Auditor, Henry A. Castle, Minnesota; deputy auditors, Nolen L. Chew, Indiana, and Harrison Allen, North Dakota; chief clerk, John B. Sleman, Illinois; law clerk, David H. Fenton, Indiana; disbursing clerk, B. W. Holman, Wisconsin.

ORGANIZATION AND WORK OF THE BUREAU.

The duties of the Auditor's Bureau are performed by the employees of the seven divisions thereof authorized by law, viz: ·

The bookkeeping division, David W. Duncan, of Pennsylvania, chief, with 90 clerks, prepares the quarterly and annual reports of receipts and expenditures; receives and settles postal accounts of postmasters, keeps general ledger accounts of the postal service, and individual ledger accounts with each postmaster and mail contractor.

The collecting division, Arthur Clements, of Maryland, chief, with 30 clerks, reviews all postal accounts in which differences have been

found by the bookkeeping division; collects balances due from and pays balances due to postmasters on postal accounts; has charge of the postal files, and conducts correspondence relating to final settlements.

The pay division, A. M. McBath, of Tennessee, chief, with 39 clerks, adjusts and reports for payment accounts for transportation of mails by railroads, steamboats (foreign and domestic), star, mail messenger, rural free delivery, and special mail service; audits accounts of post-office inspectors, Superintendent and assistant superintendents Railway Mail Service, and all miscellaneous accounts.

The foreign division, D. N. Burbank, of New York, chief, with 16 clerks, adjusts and settles postal-note and money-order accounts with foreign countries; settles accounts with steamship companies for the ocean transportation of mail; examines statements of weight of mail dispatched to foreign countries, and conducts all correspondence with the above duties.

The inspecting division, B. A. Allen, of Kansas, chief, with 108 clerks, examines postmasters' weekly, semimonthly, and monthly statements of money-order business with accompanying vouchers; compares each money order with the credit claimed for its payment by the postmaster; detects and corrects errors; verifies the fees charged by postmasters for issuing orders, and makes complete additions of the debit and credit sides of the statements.

The assorting and checking division, R. M. Johnson, of Indiana, chief, with 136 clerks, assort by States, offices of issue, and numerically all money orders received from the inspecting division; compares them with entries on the debit side of money-order statements, and notes all errors and discrepancies for the attention of the recording division.

The recording division, M. M. Holland, of Ohio, chief, with 81 clerks, audits and adjusts the money-order accounts of postmasters and has charge of the correspondence relating thereto. Quarterly and annual statements of the money-order transactions of the United States, both domestic and international, with the revenue derived therefrom, are prepared in this division for the annual report.

The employees enumerated above, together with the official staff, messengers, laborers' force, and charwomen, aggregate 543 persons on the pay rolls of the Bureau.

A renewed expression of thanks by the head of the office is due to all his assistants on the official staff, to each of the chiefs of division, and to the large number of zealously efficient employees for their continued and increasing devotion to the duties severally assigned them. Without their unswerving cooperation and unwearied exertion the results accomplished, as set forth in the following pages, would have been manifestly impossible.

ORIGIN OF THE ACCOUNTING SYSTEM.

The American accounting system is the right arm of the lawmaking power, and was established for the avowed purpose of exacting strict obedience to statutes. Executive authorities must move within lines prescribed by legislative enactment. Outside those lines there is no check but the will of the ruler, and that is despotism. Corrupt and decaying nationalities have no effective accounting system. Its existence and vigorous operation is an index of purity of government and a measure of the civilization of a people. The Auditor for the Post-

Office Department is governed by laws which give him a wider field and larger discretion than are conferred on any of the other auditors attached to the Treasury Department.

Prior to 1836 the Post-Office Department had no auditor assigned to it. Accounts were received, recorded, and settled in the Department itself; remittances were made direct to the Postmaster-General, who, after paying expenses of the service, deposited balances, if any, at optional and irregular intervals in the United States Treasury. Scandals naturally arose under this practice, and caused so much clamor that President Andrew Jackson made the matter a subject of special attention in an annual message. Congress instituted investigations which resulted in the enactment of a law establishing the Auditor's Bureau as a separate and independent institution, which had previously been the case in other branches of the Government. Since that time the accounting business of the postal service has been independent of the head of the Post-Office Department, in accordance with the general policy of the Government that the authority which directs an expenditure must not entirely control the settlements therefor.

On this foundation have been built up the present methods of keeping accounts in this Bureau. As new features have been from time to time added to the postal system new divisions have been created, and the methods in vogue have been readjusted to correspond thereto.

The following table gives the names of the Auditors for the Post-Office Department from the organization of the Bureau, in 1836, to the present time, showing State from which the Auditors were appointed and their respective terms of service:

Name.	State.	Period of service.	
		From—	To—
C. K. Gardner.....	New Jersey.....	July 2, 1836	Mar. 17, 1841
Elisha Whittlesey.....	Ohio.....	Mar. 18, 1841	Dec. 18, 1843
M. St. Clair Clark.....	District of Columbia.....	Dec. 19, 1843	Mar. 28, 1845
F. G. Washington.....	Virginia.....	Mar. 29, 1845	Nov. 19, 1849
J. W. Farrell.....	Pennsylvania.....	Nov. 20, 1849	Apr. 9, 1853
Wm. F. Phillips.....	Virginia.....	Apr. 10, 1853	Sept. 30, 1857
Thomas M. Tate.....	do.....	Oct. 1, 1857	Apr. 21, 1861
Green Adams.....	Kentucky.....	Apr. 22, 1861	Oct. 18, 1864
Elijah Sells.....	Iowa.....	Oct. 26, 1864	May 8, 1865
Isaac N. Arnold.....	Illinois.....	May 9, 1865	Sept. 30, 1866
H. J. Anderson.....	Maine.....	Oct. 1, 1866	May 3, 1869
J. J. Martin.....	Alabama.....	May 4, 1869	Mar. 17, 1875
C. C. Sheats.....	do.....	Mar. 18, 1875	June 30, 1875
J. M. McGrew.....	Ohio.....	July 1, 1875	June 2, 1881
J. H. Ela.....	New Hampshire.....	June 3, 1881	Aug. 21, 1884
R. F. Crowell.....	Minnesota.....	Sept. 8, 1884	Apr. 5, 1885
D. McConville.....	Ohio.....	Apr. 6, 1885	Apr. 30, 1889
T. B. Coulter.....	do.....	May 1, 1889	Apr. 2, 1893
J. B. Brawley.....	Pennsylvania.....	Apr. 19, 1893	Apr. 15, 1894
Geo. A. Howard.....	Tennessee.....	Apr. 16, 1894	May 16, 1897
Henry A. Castle.....	Minnesota.....	May 17, 1897	.....

The absolute necessity for an accounting system so forcibly presented to the mind of the President nearly seventy years ago has been reiterated and emphasized year by year through the rapid growth of our postal service and the phenomenal increase in amount of financial transactions therewith connected.

MAGNITUDE OF INTERESTS INVOLVED.

When this Bureau was established, in 1836, the total financial transactions of the Post-Office Department were less than six millions

annually. If the necessity for a rigid enforcement of correct accounting methods in every branch of the service was manifest then, how much greater that necessity now, when the aggregate of such transactions, as shown in the following pages, is over \$803,000,000 for the fiscal year under consideration.

The items which go to make up the sum total of these transactions are as follows:

Revenues of the postal service.....	\$111, 631, 193. 39
Expenditures of the postal service.....	115, 554, 920. 87
Total amount of money orders issued.....	294, 618, 680. 99
Total amount of money orders paid.....	281, 554, 711. 72
Aggregate.....	803, 359, 506. 97

The postal revenues are largely derived from the sales of stamps and stamped paper. A ledger account of those revenues, together with credits for services and disbursements, must be kept with each of the 76,948 postmasters now in office. The average amount of 36,000,000 domestic money orders issued annually is \$7.90. The debit and credit for issue and payment of each order must be carefully audited and a ledger account kept with each of the 30,898 postmasters authorized to sell and pay money orders. Every order so issued and paid comes finally to the Auditor's Office as a voucher, where it must be handled five times and checked twice by the postmasters' accounts before the latter can be accepted as correct for an entry in the money-order ledgers.

EXTRA WORK ACCOMPLISHED.

In addition to the increasing volume of work required by the rapid growth of the postal service, a large amount of other work has been successfully accomplished. Credit is due to many clerks for their cheerful, efficient response to the unusual demands upon their services. Once in six years new books are opened, and we have just completed the task of transferring 77,000 postmasters' accounts to new ledgers. To illustrate the magnitude of this work I may state that in March, 1901, this office (bookkeeping division) placed with the Government Printing Office, the largest plant of its kind in the world, an order for 208 large, closely ruled ledgers. It was the largest single order ever received by them. The requisition has been filled and the books all opened.

We also prepared for the "Blue Book" a list of all post-offices in the United States and our new possessions, giving the county and State where located, and the name and compensation of the postmaster; also a list giving the number of every mail route and the name and pay of the contractor.

A new "long and short leaf ledger" has been devised in which to keep accounts with Presidential postmasters. This book combines the features of a ledger and a register. It will save, in part, a duplicate record of accounts. Eleven or twelve of these books each year will take the place of six registers of equal size every year and sixty-five large ledgers every six years. The new method will save time and money.

REGISTERING QUARTERLY POSTAL ACCOUNTS.

It had long been the practice of great numbers of postmasters to send their accounts by registered mail. This was deemed unnecessary,

besides imposing much useless work on postal employes handling the mail in transit, and in receiving, receipting for, and examining registered matter in this office. In the early part of my administration postmasters were instructed to forward their reports by ordinary mail, with the result that only fifteen reports for the quarter ended June 30, 1901, were received by registered mail.

QUARTERLY POSTAL ACCOUNTS IMPROPERLY ADDRESSED.

Formerly a very large number of postal accounts which should have been sent to the Auditor were erroneously forwarded to other offices, mainly to that of the Third Assistant Postmaster-General; 10,962 accounts for the quarter ended September 30, 1898, being over 15 per cent of the total number of reports, were so mailed. The matter was taken up for correction, postmasters instructed, and a special envelope (3-G) devised and supplied to postmasters in which to mail their reports. This has worked admirably, and for the quarter ended June 30, 1901, only 409 accounts were improperly forwarded to other offices.

DETAILS OF OFFICE WORK.

The number of employees on the official register of the postal service exceeds the combined force of all the other Executive Departments. This fact affords a key to the bewildering variety of details involved in the settlements of that service, which are entirely performed in this Bureau. The correspondence involved, the number of reports to be received and examined, the number of vouchers to be handled, all run into figures far exceeding those of any other accounting office in the world, being greatly in excess of those reported by all the other auditors of the different branches of this Government combined. Leading features of the current work of the Bureau during the past fiscal year are set forth in the following statement:

Letters written, copied, and mailed.....	59,894
Letters received.....	756,866
Circular letters prepared and transmitted.....	672,931
Accounts received and settled (by divisions).....	1,128,694
Vouchers (money orders) checked twice (debit and credit) and filed in consecutive numerical order by offices of issue.....	35,926,095
Other vouchers accompanying money-order statements.....	12,352
Vouchers accompanying postal accounts examined and filed with their respective accounts.....	2,360,000
Vouchers accompanying miscellaneous accounts.....	318,622
Postmaster-General's orders received, verified, and recorded.....	38,643
Fines and deductions in mail carriers' accounts ordered by the Postmaster-General and adjusted.....	17,846

AN EMERGENCY INCREASE OF FORCE.

A phenomenal increase of the volume of postal money orders thrown upon this Bureau during the month of January, 1901, was largely due to the amazing stimulus to the so-called "holiday business" of the month preceding, made possible by the wonderful prosperity of the country. The total weight of money orders received during January was 9,026 pounds, as compared with 6,352 pounds during the corresponding month of 1900. This increase alone involved the labor of one person for 1,500 days, or fifteen persons for 100 days, and was thus thrown upon our money-order divisions, already strained to the utmost by the regular influx of these vouchers.

When this condition developed I requested of the Treasury Department that authority be asked from Congress, as an emergency measure, for the appointment of fifteen temporary clerks from March 1 to June 30, 1901. The request was transmitted to the Speaker of the House of Representatives by the honorable Secretary of the Treasury, February 8, 1901, and printed as House Doc. No. 444, Fifty-sixth Congress, second session. The request was promptly complied with, and the increase asked for was provided in the urgent deficiency bill. The clerks appointed were transferred from the Bureau of Engraving and Printing, under civil-service rules, and served acceptably in this Bureau until July 1, 1901, when, without exception, they were appointed as a portion of the permanent increase of force allowed by the executive, legislative, and judicial appropriation bill for the fiscal year ending June 30, 1902. But for this timely assistance the unexampled flood of additional work thrown upon the office during January would have disarranged and delayed the operations of the money-order divisions, to the great damage and discredit of the accounting service.

The increase thus set forth and provided for, unprecedented as it was, proved to be but a premonition of a further steady increase in the money-order business of the country throughout the entire year. Month by month the records of this office show that the number of money orders received increased as compared with the corresponding months of the previous year at a ratio far beyond anything previously known in the history of the office. This actual increase in number of vouchers received, unlike augmentations of some other figures in keeping accounts, positively involves an exact equivalent of increased labor to be performed. By the most strenuous exertions, aided by numerous details from other branches of the Treasury Department, we have been enabled to keep the money-order work measurably current. This has been done only by imposing a strain and pressure on employees which can not be permanently maintained, as well as by the neglect and disregard of imperative requirements in other divisions of the Bureau which are suffering for lack of adequate help. It is a manifest duty of the Government, so long as it provides for and encourages the money-order service, so convenient to the people, to supply at all times the necessary force to promptly adjust the accounts involved therein. To allow settlements to become seriously in arrears is to stimulate and encourage embezzlements, defalcations, and irregularities in a service which requires the handling of immense amounts of money by thousands of agents, a certain proportion of whom always prove careless or dishonest.

IMPROVEMENTS IN ACCOUNTING METHODS.

The business of the office is expanding so much more rapidly than provision is made for it by increase of clerical force that the whole Bureau is working under a constant strain which can only be met by stimulating efficiency to the utmost and by every possible simplification of methods now in use. In so important an enterprise change and extension are unremitting. New conditions confront us on every hand, each requiring alert attention to supply requisite checks on public expenditure, and every year discloses defects even in long-established procedures which must be corrected if the highest attainable accuracy is

held in view. Not only are we obliged to keep correct accounts with all branches of the postal service for the purpose of our own settlements with postmasters, etc., but we are almost daily called upon for information by the Post-Office Department which is used as a foundation for proceedings against postmasters and other employees or for determining their status and efficiency. We must be ready to promptly furnish such information and are responsible for its accuracy. The official tenure, even the personal liberty, of a postmaster may depend upon the statement of his accounts at a specified date furnished by this office. If that statement is incorrect, grave injustice may be done either to the Government or to the individual.

Previous annual reports have enumerated many important improvements in methods which have been introduced during the incumbency of the present head of the Bureau. These improvements, suggested either by the necessities of the case or by the long experience of zealous and efficient employees, have wrought manifest benefits to the public service. Additional improvements made during the past year have still further simplified or made more effective various branches of the office work. Others are in contemplation and will be put in operation as rapidly as their practicability is developed and the clerical force at our disposal will justify.

Still other improvements and modifications of existing methods, which have often been suggested in my official reports, can not be effected without a largely increased clerical force and, in some cases, amendments to the laws by which we are governed. Defective methods still prevail to an extent which, to say the least, must still serve as a warning against adding unnecessary new features to our already overweighted postal service.

DELINQUENT POSTAL ACCOUNTS.

As late as 1890 there were thousands of delinquent accounts each year. This condition was gradually improved, and when a change in the system of auditing was made, April 1, 1892, the number very rapidly diminished. For the quarter ended September 30, 1894, there were only 358 delinquents, and it is most gratifying to report that for the quarter ended June 30, 1901, there are only 14 delinquent accounts, all fourth class. Two of these accounts are due from offices in Alaska and 3 from offices in Hawaii, leaving only 9 delinquents within the United States proper. This is the result of the close check kept by the bookkeeping division on the rendition of accounts and to the untiring zeal and energy of Mr. C. F. Cummins, who is specially charged with this work.

The following is an exhibit, by quarters, of delinquent accounts for the past three years:

Quarter ended—	Fiscal year—		
	1899.	1900.	1901.
September 30.....	58	37	38
December 31.....	54	22	25
March 31.....	47	22	11
June 30.....	61	26	14
	220	107	91

When a postmaster is habitually delinquent, and refuses or neglects to render accounts and comply with instructions of the Auditor, a case is made up and by special letter laid before the Fourth Assistant Postmaster-General, who usually removes the offending officer or discontinues the office. Through hearty cooperation of the Post-Office Department many changes for the good of the service have been made.

PERILS INCIDENT TO DEFECTIVE METHODS.

I can emphasize, but need not reiterate, statements made in my annual reports for the last two preceding fiscal years in regard to dangers which would follow an inconsiderate engraftment of various projects which are constantly the subjects of proposed Congressional legislation. The promoters of the postal savings bank, the postal telegraph, etc., are still insistent, but few or none of them exhibit any adequate conception of the vital importance of the accounting function in the gigantic enterprises their enactments contemplate. Not content with these suggestions, some of the leading journals of the country in circulation and supposed influence urgently invite attention to the establishment of a life insurance bureau which shall issue policies guaranteed by the Government, and thereby provide another official means for gathering in, investing, and distributing the savings of the people. Pathetic tales are told of men who have invested their savings in our life insurance companies only to find that the companies had failed just at the time when the policies were likely to mature. It does not occur to the promoters of this and other enterprises of state socialism that failures and disappointments are incident to all kinds of commercial and financial business; that if the Government is to protect all its people against losses by investments, financial, industrial, or otherwise, it must practically conduct all the business of the country, guarantee prompt and liberal returns from all classes of investments, and devise some now incomprehensible method of raising the funds necessary to pay fat dividends to all citizens, thus making a universally happy, prosperous, and contented people.

It is a significant corollary to the comments in my last annual report on the proposition to attach the telegraphic system of the country to our postal service, and the statement there made that this experiment in Great Britain had proved notoriously unprofitable, that the chancellor of the exchequer, replying to pointed questions in the House of Commons, recently admitted that the annual loss to the Government on its postal-telegraph system was \$3,500,000 per annum, besides all interest on the original investment, and that such losses had aggregated more than \$41,000,000 since the Government had taken control of the lines. The reason for the loss, as officially stated, is that the public is eager for more rapid communication than the revenues warrant, thus leading to unproductive extensions in obedience to an irresistible popular demand. The only remedy that can be applied if the Government maintains the control is to stop unproductive extensions, but that would soon render the service highly unpopular. It was proposed and strongly supported during the discussion that the Government should lease all its postal-telegraph lines to a private corporation, thus retiring definitely and permanently from the business and confessing that the experiment had proven a failure.

Improvements in the postal system and extensions along legitimate

lines in channels already marked out for this widely extended and most useful institution are not only clearly admissible, but are absolutely essential to the development and prosperity of the country. Even these extensions, however, as has often been conclusively demonstrated, are unprofitable—every engrafted feature, such as registry, free delivery, money order, merchandise post, and other branches, being conducted at a loss, which is only measurably provided for by profits on transporting and delivering first-class mail matter. In other words, the mail system has innumerable ramifications, but the 2-cent letter stamp pays for it all. How much or how little the respective losses on these different branches may be our present defective accounting methods give us no means of exactly determining. There is a double warning, then, against incorporating additional new and expensive outgrowths in the fact that we have already enough deficit-creating features, and in the still more vitally important fact that the accounting system now in operation does not enable us to properly care for the various branches already in vigorous operation.

ACCOUNTS OF MANUFACTURE AND DISTRIBUTION OF STAMPS, POSTAL CARDS, ETC.

Attention was called in the annual report for last year to the fact that no account had ever been kept in this Bureau with the Post-Office Department proper of postage stamps, stamped paper, etc., the cash items from sale of which are derived almost the entire revenues of the service. That such an account ought to have been opened when postage stamps were first introduced, and continuously kept until this time, seemed to be a logical requirement of the situation and in analogy with the practice of other departments of the Government. I have caused inquiries to be instituted during the year that has elapsed looking to the practicability of opening and maintaining such an account, provided adequate means were supplied by the appropriation bill for the requisite clerical force. The investigations have proceeded far enough to disclose the extreme difficulty of inaugurating such a scheme at this late day, but the very difficulties encountered stimulate an additional conviction of the imperative necessity therefor.

The Bureau of Engraving and Printing of the Treasury Department is the contractor for the manufacture of all denominations of postage stamps. Private corporations and individuals in different cities manufacture postal cards, stamped envelopes, and stamped wrappers for the Department. The safeguards employed by the Bureau in printing and issuing notes and Government securities are likewise thrown around the printing and issuing of postage stamps, and the protection seems ample. No such effective safeguards can, under the present arrangement, be applied to the outside contractors who manufacture the other varieties of stamped paper mentioned, though the Post-Office Department is manifestly doing its best to insure the integrity and safety of the different processes. But, in the interest of good accounting and the double check which it is the policy of the Government to throw around all its fiscal operations, there is still abundant reason for believing that this Bureau should pay some attention to the primary work of handling and distributing these articles, which are, to all intents and purposes, Government money or securities, for the correct handling of which every official who touches them should be pecuniarily account-

able. The investigation will be further prosecuted with a view of developing, if possible, some simple, practicable method of inaugurating effective accounts in this line, and the result, when reached, will be duly reported.

RELATIONS OF THE AUDITOR TO THE DEPARTMENT.

The law which provided for the establishment and operation of the Auditor's office in connection with the postal service, while stipulating specifically for its absolute independence, did not, of course, contemplate that its functions should be exercised in any spirit of antagonism. While obedience to law must be rigidly exacted and expenditures strictly limited to the amounts granted, every effort should be made for a harmonious adjustment of all relations between the bureau and the Post-Office Department. Under the present administration such a spirit of harmonious cooperation has prevailed, and with the happiest results. The honorable Postmaster-General and all his efficient bureau and division chiefs have, as a rule, at all times cheerfully cooperated with this office in so arranging expenditures and the accounts thereof rendered by subordinates that every technical requirement of the law should be fully observed. No detriment to the postal service has occurred, but increased efficiency, rather, and the spirit manifested has made the work of the Auditor's bureau much less difficult than it otherwise would have been. When the Auditor and the Department disagreed as to the legality of any innovation, and patient conference failed to reconcile the disagreement, cases were made up and submitted to the Comptroller for final adjudication with the least possible delay and derangement to the plans of the Department. Whenever the matter thus became finally adjudicated, the executive heads of the Department promptly conformed their action thereto, and the construction of law thereby established became the rule both for the Department and the Auditor's office. A business enterprise of such enormous magnitude and widely diversified functions as the United States postal service could be easily hampered, disarranged, and crippled by any lack of harmony between the executive and the accounting authorities. That no such trouble has occurred, while distinctly attributable to the regard for law exhibited by the officials of the Post-Office Department, is also accepted as evidence of the sentiment which has prevailed in this bureau favorable to the smoothest working of the postal machinery within limits inexorably fixed by legislative enactments.

RELATIONS OF THE BUREAU TO POSTMASTERS.

The Auditor's bureau has direct and most intimate relations with every postmaster in the United States. While we have no control over the discipline of the officers or the authority for making expenditures, all the financial transactions of postmasters and those for which they are responsible come directly under the jurisdiction of the Auditor, are subject to review in this office, and are finally settled, recorded, and balanced here. About 77,000 postmasters are now in commission, their emoluments ranging from a very few dollars to the maximum salaries allowed in the largest cities, and their disbursements in some cases reaching hundreds or thousands or millions of dollars each. All

classes and conditions of men are represented on this great roll of Government officials. Almost without exception the postmasters in cities and larger towns are men of superior business qualifications, and under them are employed armies of hard-worked clerks and letter carriers, all giving their best energies to the performance of their respective duties. Postmasters of smaller villages and isolated neighborhoods are necessarily in many cases men untrained in business, having a compensation so meager as to afford little encouragement to zealous performance of duty, and they are naturally indifferent to a service which is of so little personal importance to them. But even these men, as a whole, show a commendable desire to perform their duties faithfully. It is too much to expect that relations with all these diversified elements will be entirely pleasant and harmonious, but with a sincere desire on both sides to do full duty to the Government, with an honest effort on the part of postmasters to get their accounts and vouchers in proper form and forward them promptly, these relations grow more satisfactory year by year. It is the present policy of this bureau that all official communications emanating therefrom shall be couched in courteous language, and that even the reproofs sometimes necessarily administered to those who are vexatiously careless and dilatory shall be in the least obnoxious form. To the splendid men who do their duty cheerfully and promptly no tribute of praise is too high, and the rewards they receive are usually inadequate.

THE BUREAU'S RELATIONS WITH MAIL CONTRACTORS.

All accounts for transportation of mails by railroads, steamships, steamboats, star routes, mail messenger, and special mail service are adjusted and reported for payment in the Auditor's office. These adjustments are made on data furnished by the Post-Office Department, which data it is still claimed by this Bureau are not sufficiently detailed to accomplish that independent scrutiny and audit which the law contemplates. But a more detailed examination would involve labor which can not be carried on in this Bureau without a considerable increase in clerical force assigned to that special work. Duplicate copies of all contracts for carrying the mails are filed in this Bureau. When accounts are found to be in accordance with contract they are stated to the Post-Office Department where warrants are issued for payment thereof. These warrants are countersigned in this Bureau; the accounts are reported to our bookkeeping division and entered in our ledgers, and the warrants are finally registered in the Treasury Department before transmission to the contractors by the Post-Office Department. The relations of the Auditor's Bureau to the contractors for carrying the mail are, therefore, less direct and intimate than those with postmasters, but are of such a nature as to involve voluminous correspondence relating to the adjustment of accounts, and entail much supervisory work, not over the execution of the contracts, but over the payments therefor. Recent wise changes in policy by the Post-Office Department to the effect that star-route contracts shall hereafter be granted only to residents of districts where the service is to be performed, promise great simplification of accounts through abolition of large numbers of subcontractors, and it is believed will prove a distinct gain to the public service.

The amounts paid by the United States Government for transport-

ing the mails by railways are now immense, and are steadily increasing. I repeat the statements of my former annual reports that, in my opinion, a correct and satisfactory settlement of these enormous accounts can only be made when this Bureau is furnished with all the information in possession of the Post-Office Department when the payments are authorized and certified to us. It is believed that no other Government expenditure aggregating so large an amount and involving so many possibilities of fraud and error is made practically on the single audit of the administrative branch of the service.

INCREASED FILE SPACE SECURED.

In pursuance of urgent representations made in last year's annual report, appropriation was made by Congress for the rent of an additional building to be devoted to storage and preservation of the surplus books and files of this Bureau in connection with those of other branches of the Treasury Department. The building was secured, and the space allotted suffices for our present requirements. Two years' accumulated money-order vouchers and bound statements were removed from the Department building where they had more than congested the available room. The new provision is only temporary, however, and its capacity will soon be exhausted. The requirement of ample space for our valuable accumulation of books and papers where they can be securely preserved, and be at all times readily accessible still further emphasizes, if additional emphasis were needed, the necessity for the long-contemplated Hall of Records at the seat of Government. Every Executive branch is interested in the safety and accessibility of innumerable priceless records and documents, the destruction of which under present circumstances annually inflicts irreparable loss on the public service.

ONE EVIL THAT SHOULD BE REMEDIED.

The fact that this Bureau is charged with the responsible duty of collecting balances due from the bondsmen of delinquent postmasters and conducting the varied forms of litigation incident thereto, as set forth in subsequent pages of this report, makes pertinent a suggestion looking to the remedy of an existing evil. The increasing frequency of post-office burglaries lends color to the belief that one of the great temptations to such burglaries is the convertibility of stamps thereby obtained into ready cash, through their easy sale at par or a small discount by the burglars and their agents. The use of stamps as currency was not contemplated by the Government when they were authorized, their only proper use being the prepayment of postage on matter conveyed in the mails. Postal regulations prohibit the exchange of one denomination for another, which would not be the case if they were to be used as currency. But they are now constantly employed in making small remittances, and their sale in large or small amounts is a flourishing industry in many cities. A market is thus created for stamps obtained by burglars from rifled post-offices; their prompt conversion into cash is assured and the chances for detection are greatly reduced. When a post-office is robbed the first impulse of the postmaster is to ask to be relieved from responsibility

for the loss of postage stamps, which he can always claim occurred through no negligence on his part. Within certain limits the Post-Office Department has the discretion to grant this relief. Outside that limit Congress must be appealed to, and the appeal is seldom made in vain. If all resources for relief fail and the postmaster is unable or unwilling to make good the loss, it becomes the duty of the Auditor to enter suit against his bondsmen for the amount involved. Much of this loss and trouble would be avoided if Congress should see fit to enact a law, which has often been proposed, restricting the private sale of postage stamps to amounts not exceeding \$1. Facilities for purchasing stamps at post-offices, and at stations, substations, and authorized stamp agencies in cities are now so abundant as to preclude the necessity for their sale except in very small quantities for personal accommodation by druggists, etc. The proposition to limit the sale as suggested is well worth the attention of the law-making power. Besides operating in the manner indicated to discourage burglaries, it would also much more equitably adjust the salaries of postmasters based on the revenues of their respective offices. The receipts of many offices are unduly reduced by the sale at a discount within their jurisdictions, of postage stamps which have been either dishonestly obtained, or received through the mails as currency in direct opposition to the law's intent.

"NET REVENUES" OF POST-OFFICES.

Notwithstanding its manifest absurdity, the claim is still put forward in the public prints, on behalf of numerous cities, that their respective post-offices pay large "profits" to the Government. In support of this contention, the Auditor's report is quoted where, in Table 10, a certain amount is given in each case as "net revenues" of the office. But the term "net revenues" is very different from "profit." There can be no profit at any office so long as the aggregate business of the Department is conducted at a loss. Collections of revenues at local post-offices, consisting almost wholly of the sale of postage stamps, postal cards, etc., are not only obliged to pay the necessary expenditures of that office, but also to pay for the transportation of the mails to their destination and their delivery to the addressees. Because a large amount of mail happens to originate at the New York City post-office, for instance, entailing a correspondingly large sale of stamps and collections for newspaper postage, it does not necessarily follow that the New York office pays any profit whatever in the transaction. A railroad station would not be held to yield a "profit" simply because the amount of freight bills collected and passenger tickets sold at that station exceeded the salaries of its employees. A moment's reflection shows that in both cases the revenues must be earned outside the post-office or the railroad station and all the expenses incident thereto be paid before any "profit" whatever can be realized.

The revelations of Table 10 are very pertinent and useful, however, as showing the comparative economy of management between the various city post-offices of the country. Exceptional circumstances may exist in certain cities, but since the offices in all the larger ones are housed in Government buildings free of expense for rent, light, fuel, etc., it would seem that a somewhat uniform percentage of expendi-

tures to revenues would likely prevail among them, but the ten principal cities of the country show a percentage of expense to gross receipts varying as follows:

New York, N. Y.	37	Cincinnati, Ohio	37
Chicago, Ill.	36	Baltimore, Md.	53
Philadelphia, Pa.	47	San Francisco, Cal.	49
Boston, Mass.	46	Pittsburg, Pa.	36
St. Louis, Mo.	35	Cleveland, Ohio.	38

From this statement it will be seen that Baltimore ranks highest among the principal cities for expenditures in the post-office, while St. Louis stands lowest. Assuming the service to be equally efficient and other conditions similar, this showing would seem to be highly complimentary to the management of the St. Louis office, and almost equally so to the others which nearly approach its standard in economy of administration.

ONE MEASURE OF BUSINESS ACTIVITY.

The increase of the postal revenues of the nation as a whole, and of the individual communities constituting the same, is popularly taken to be a correct indication of the prosperity of the country and the business activity of the people. Measured by this standard, the expansion of American commerce and industry has made gigantic strides during the past two decades. Letter postage has remained at a uniform rate since 1881. In that year the sales of postage stamps amounted to \$0.67 per inhabitant, taking the whole country together. In 1890 they had increased to \$0.95 per capita, and in 1901 to \$1.33. These figures, taken in connection with the vast expansion of the postal service in every direction during the past century, as set forth in tabular statements attached to this report, are a gratifying testimonial, not only to our commercial and industrial progress, but to the unprecedented educational influence which is exerted through all regions and upon all the people through the universal intercommunication permitted by our postal system.

A COMPARATIVE STATEMENT OF POSTAL REVENUES.

The following table, embracing the 10 leading cities of the United States, will be found of interest for purposes of comparison. It shows the postal revenues for the two fiscal years ended June 30, 1900, and June 30, 1901, respectively, together with the population of each city according to the census of 1900:

Office.	Gross receipts.		Popula- tion. 1900.
	1901.	1900.	
New York, N. Y.	\$10,384,623.21	\$9,481,289.56	3,437,202
Chicago, Ill.	7,706,356.90	6,609,149.27	1,698,575
Philadelphia, Pa.	3,698,501.10	3,396,685.07	1,293,697
Boston, Mass.	3,317,274.39	3,185,872.89	560,892
St. Louis, Mo.	2,145,068.70	1,924,425.80	575,238
Cincinnati, Ohio.	1,370,035.36	1,239,986.62	325,902
Baltimore, Md.	1,239,151.59	1,160,293.31	508,957
San Francisco, Cal.	1,075,657.87	1,006,122.65	342,782
Pittsburg, Pa.	1,030,533.41	923,601.13	321,616
Cleveland, Ohio.	992,612.56	909,264.96	381,768

This comparison discloses that the increase in receipts for these 10 offices during the single year ended June 30, 1901, was \$3,100,000, a sum greater than the total revenues of the postal service of the United States when the Auditor's office was established in 1836. It is a further noteworthy fact that two-sevenths of the entire present annual revenues accrue at the 10 offices enumerated above and that one-third of the gross increase of revenues for the fiscal year occurred therein.

ADVANCEMENT IN GRADE OF OFFICES.

Appended is a statement showing the number of post-offices advanced from the fourth to the Presidential class during the five years ended June 30, 1901, by reason of growth of business and corresponding increase of revenues, the standard being established by statute.

	1897.	1898.	1899.	1900.	1901.
July 1.....	37	19	23	37	47
October 1.....	53	32	56	68	52
January 1.....	48	33	95	124	115
April 1.....	20	25	27	40	36
Total.....	158	109	201	269	250

This total of 987 offices, thus advanced in class during the past five years, shows a gratifying growth among the flourishing towns of the country—a steady progress from village to town or city dignity, with the attendant increment of the features of a higher civilization.

INCREASED CLERICAL FORCE REQUIRED.

Almost every paragraph of this report and every page of the tabular statements connected therewith teems with arguments for a very marked increase in the clerical force of this Bureau. The growth of all departments of the postal service continues with unabated vigor, and the increase of the money-order business was so great during the fiscal year under review as to be absolutely phenomenal. Numerous important matters connected with our accounting system remain as heretofore untouched, because we can not take them up with our present force, and the branches which are and long have been attended to are each growing with a rapidity which demands additional help if the work is to be kept current.

About 3,000,000 more money-order vouchers were received and handled in this Bureau during the fiscal year ended June 30, 1901, than during its immediate predecessor. Since, as before stated, each of these vouchers must be handled five times by our employees, including the two comparisons with reports of issuing and paying postmasters, an actual addition of 15,000,000 manipulations has been superimposed on our already overwhelming mass of labor in these divisions. Everything else grows with a steadily augmenting ratio. It is manifest that we can not possibly keep abreast of this work, to say nothing of doing justice to neglected parts, without a corresponding increase in our battalion of workers. If our accounts get in arrears, temptations and opportunities for fraud, embezzlement, or defalcation multiply, and confusion is introduced into the varied channels of this great govern-

mental business enterprise. It is to be presumed that Congress does not contemplate such a state of affairs and that the appropriating authority will cheerfully make provision for all necessary extension of our force when the necessity therefor is clearly demonstrated.

I shall submit to the Department at once a careful estimate of our minimum needs for the fiscal year beginning July 1, 1902, and will stand ready when called upon to demonstrate by incontrovertible facts the necessity for the additional help therein requested.

THE DISBURSING CLERK'S REPORT.

The transactions of the disbursing clerk during the fiscal year are presented in the statement below. The disbursing clerk, being the only bonded officer attached to this bureau, is charged not only with the duty of paying salaries to our employees, but he is also required to receive and account for all registered packages and all remittances of money which reach the bureau in whatever manner or from whatever source. Although postal laws and regulations prohibit money remittances from being sent here, many careless or ignorant postmasters persist in sending money with their statements instead of depositing it as required by law and their instructions. The responsibility of caring for this money and the labor of correcting these errors constitute a large portion of the work of the disbursing clerk. The amount thus received shows a marked reduction year by year as postmasters become more familiar with their duties and amenable to proper instruction. The statement is as follows:

Appropriation, "Salaries office of Auditor for Post-Office Department"	\$594, 680. 00	
Salaries, temporary clerks, act of March 3, 1901	3, 600. 00	
	<hr/>	
	598, 280. 00	
Amount of appropriation not covered by warrants of the Secretary	2, 180. 00	
	<hr/>	
Amount of appropriation drawn on warrants of the Secretary		\$596, 100. 00
Disbursed as follows:		
1900, third quarter	147, 189. 48	
1900, fourth quarter	147, 363. 92	
1901, first quarter	149, 022. 76	
1901, second quarter	151, 033. 19	
	<hr/>	
	594, 609. 35	
Deposited with Treasurer of the United States	1, 490. 65	
	<hr/>	
		596, 100. 00
	<hr/>	
Amount of appropriation unexpended		3, 670. 65
Deductions in salary on account of excessive leave	1, 098. 71	
Difference resulting from "Leave without pay, lapses," etc.	2, 571. 94	
	<hr/>	
		3, 670. 65
	<hr/>	
Number of registered packages received, 4,054, value		17, 216. 79
Postal funds deposited with Treasurer of the United States	10, 226. 08	
Money-order funds deposited with postmaster, Washington, D. C.	3, 563. 13	
Number of registered packages returned to postmasters and others, 290, value	3, 427. 58	
	<hr/>	
		17, 216. 79
		<hr/>

INVALID MONEY ORDERS.

The First Assistant Postmaster-General reports to this office that the amount of domestic money orders remaining unpaid for one year from the last day of month of issue during the fiscal year ended June 30, 1901, was \$88,678.06. This amount is nearly double that of the corresponding item for the previous year. The figures are gathered from the advices and postmasters' monthly statements transmitted to the Post-Office Department. These advices, under the act of January, 1894 (Stat. L., p. 32, sec. 4), should have been sent by postmasters to the Auditor. That law requires the Auditor to certify to the Postmaster-General the amount of invalid orders outstanding, as shown by such advices, and also requires that the sum thus certified be turned into the Treasury by the Postmaster-General to be used as current revenues by the Department. I have in preceding annual reports called attention to the fact that this law is disregarded, notwithstanding repeated requests that it be complied with. Until that is done, and a register of advices can be made up in this office, we can not properly certify to the validity of claims for payments of money orders more than seven years old, since the laws require the destruction each year of all statements and guard books pertaining thereto. Thus every record of a money order outstanding beyond that period is destroyed; yet such orders are constantly presented for redemption by warrant. As an accounting officer can not legally certify to financial statements which he can not verify, this office is not in position to make such certificates unless the advices of invalid orders are transmitted to the Auditor, as plainly required by law. For the hardships thereby entailed we can not be held responsible.

During the fiscal year 537 cases of double payments, amounting to \$2,029.17, were referred to postmasters for correction.

A DEFECT IN MONEY-ORDER ACCOUNTING.

Attention is again called to one particular in which our accounting method is seriously defective. At least \$75,000,000 money-order funds are, by the present accounting system, at all times nominally in the hands of postmasters unaccounted for. The postmaster who sells money orders transmits to this office his report of such sales weekly, semimonthly, or monthly, as the case may be. These reports are necessarily held here for a period averaging five months before the money orders which constitute vouchers verifying the amount of the postmasters' receipts can be assembled from all parts of the world, assorted by States, towns, and numbers, and then checked against the report. Not until all this time has elapsed and all this work has been done can we ascertain whether the postmaster has accounted for all his receipts. Meantime there is abundant opportunity to the dishonest for heavy embezzlements, which in fact are constantly occurring. No banking business could be carried on successfully in this loose manner. An additional safeguard would consist in requiring each postmaster to send a daily statement to this office, showing in brief his cash receipts from the sale of money orders during that day and his disposition of the same. These statements would here be posted and afterwards verified as soon as possible by the regular reports sent in. While this would not be a perfect protection against loss it would be a long

step in that direction, since it would unquestionably have a restrictive influence on dishonest officials. It would enable this office to detect fraudulent variations between the daily statements and subsequent full reports, and it would be otherwise beneficial to the service. A large additional force would be required to properly receive, enter, and verify these statements, but the Government, having engaged in this business, owes to itself the adoption of every possible precaution.

LIMIT TO LIFE OF MONEY ORDERS.

I feel constrained to repeat recommendations submitted in previous annual reports, that legislation be secured limiting the life of money orders to three months from the last day of the month of issue instead of twelve months, as now required by law. This procedure, with the transmittal of all invalid advices to the Auditor, in obedience to present legal requirements, would render possible a correct and practically current audit of money-order accounts, thereby greatly reducing the risks referred to in the preceding paragraph. Under the form of money orders now in use the advice is a facsimile of the original order as issued, and might be used in checking debit entries of missing orders. Since the order has not been and can no longer be presented for payment, unless the advice is sent to the Auditor, the entry of the order on the debit side of a money-order statement must always remain unverified. The average life of a money order, as determined by a recent investigation in this Bureau, is seven and one-half days. It is manifest from this that no injury could be caused to the money-order system by limiting the legal life to three months, as above suggested. Congress might relieve this office of one of its greatest elements of embarrassment in adjusting money-order accounts by complying with this oft-repeated recommendation.

IMPROPER PAYMENT OF MONEY ORDERS BY POSTMASTERS.

On April 3, 1901, I reported to the Comptroller of the Treasury for approval, disapproval, or modification, under the provisions of section 8, act approved July 31, 1894, a decision that the practice of allowing money orders to be paid at offices other than those on which they had been drawn was contrary to the provisions of law establishing the money-order system, and that vouchers issued, in lieu of orders thus improperly paid, by the Superintendent of the Money-Order Division of the Post-Office Department, could not be accepted as authoritative warrants for the disbursement of public money, or credit allowed to the postmasters transmitting the same. The reasons for my decision were stated at length, and are incorporated in the printed reports of the Decisions of the Comptroller of the Treasury, July, 1900, to June, 1901, Vol. VII, page 678 et seq. April 25, 1901, the Comptroller filed his decision, concurring fully with my opinion, thereby placing an effectual barrier to the continuance of this practice. The Comptroller's decision laid down two principles stated in the syllabus thereof, as follows:

The provisions in the act of March 1, 1899, which authorizes the Superintendent of the Money-Order System to draw money orders for the purpose of correcting errors made by postmasters in issuing or paying such orders does not authorize him to draw such orders for the purpose of facilitating the payment of other money orders by a postmaster other than the postmaster upon whom they were drawn.

The various provisions of law relating to the issue and payment of domestic postal money orders must be considered as providing that such orders shall be paid only by the postmasters upon whom they are respectively drawn.

This decision of the Comptroller was at once made known to the Post-Office Department and the First Assistant Postmaster-General promptly issued an order withdrawing the permission previously given for making such payments. Thus the practice was restored to the conditions which prevailed before that questionable policy was inaugurated.

INTERNATIONAL ACCOUNTS.

Paragraph V of Article IV of the Postal Union Convention of Washington provides that for the years 1901 and 1902 the maritime transit charge of 14 francs shall be reduced to 12 francs per kilogram for the intermediary conveyance of foreign correspondence within the limits of the Union, the transit to be divided pro rata between the administrations participating in the conveyance. In accordance with this provision of the regulations the rates of transit chargeable for the sea conveyance of foreign mails have been modified and the accounts pertaining to this branch of the service prepared and, for the most part, transmitted to those countries which have signified an intention of making use of the intermediary services of this Department for the period mentioned.

The aggregate amount of balances now due and outstanding for intermediary service rendered to other countries is \$40,107.61, as against \$59,404.78 due to the United States for this service up to December 31, 1900, the Government of Venezuela having, in the meantime, arranged for the liquidation of the balance which had accrued during prior years for the conveyance of correspondence originating in that country.

After the year 1902 the maximum charge for maritime service can not exceed 10 francs per kilogram for the intermediary conveyance of correspondence anywhere within the limits of the Union, which rate is to remain fixed at that figure until the assembling of the next international congress, when it is probable that the transit now exacted for this service will either be entirely abolished or averaged rates established at reduced figures which shall be maintained during the intervals of time between each succeeding congress.

The amount paid by the United States during the year 1900 for the intermediary conveyance of mails was—

	Francs.
For territorial transit.....	751, 238. 34
For maritime and extraordinary land transit.....	268, 912. 98
Total.....	1, 020, 151. 32 or \$196, 889. 20

The amount received from foreign countries during the year was—

	Francs.
For maritime transit	451, 445. 11
For extraordinary land transit	318, 367. 87
Total.....	769, 812. 98 or 148, 573. 91
Excess paid to foreign countries	48, 315. 29

The foregoing figures clearly demonstrate that the abolition of the maritime transit by the next International Postal Congress would be detrimental to the United States, from a financial point of view, unless,

at the same time, a material reduction should be made in the territorial rates now prevailing; otherwise the balance required to be paid to foreign countries annually would be more than doubled, bringing it up to \$109,760.30, as against \$48,315.29 paid under present conditions. The foregoing figures are relative only when considered with reference to the present year and 1902, as, under the terms of the Washington convention, a reduction of both territorial and maritime transit was provided for those years. Moreover, as the last postal congress made provision for the discontinuance of the collection of the triennial statistics as a means of settlement of transit expenses and substituted therefor the statistics of May, 1896, to be used as a permanent basis of adjustment, there is at the present no immediate necessity for the discontinuance of the sea-transit charge, the grounds of opposition to it having been based almost wholly upon the difficulties surrounding the collection of statistical information by which the various countries were enabled to formulate their respective accounts for the expenses of intermediary service. This process was so full of difficulty, and so unsatisfactory both to the debtor and creditor country, that the abolition of the triennial statistics and the substitution of other means of settlement formed one of the principal topics of discussion in the convention held at Washington in 1897, and finally resulted in the present method of settlement by which, as before stated, the objectionable triennial statistics were abolished.

It may be, perhaps, idle to speculate as to what disposition will be made of the question of intermediary transit, both territorial and maritime, by the next international congress—a question which will receive the early and earnest attention of the assembled delegates—but it is plainly in evidence that a strong contingent will be ready to vote for the abolition of both. The free distribution of the mails throughout the territory of the Universal Postal Union was the dream of the leading spirits who originated and carried to a successful conclusion the organization of practically all the countries of the world into one vast postal territory. The realization of this dream will, however, not be reached at the meeting of the next international congress, as the interests of the several administrations there represented will be so diverse and conflicting that a decision favorable to the hopes of those advocating the principle of free transit throughout the limits of the Union will have to be postponed to a later date for final solution, but that it will be consummated in the future appears to be certain.

The manifest advantages and convenience to the general public, and particularly to commercial and business interests, which a uniform rate of postage applicable alike both to foreign and domestic correspondence, when generally known and understood (as it is sure to be sooner or later), will create such a demand for this privilege that representatives to future international congresses will be compelled to provide means for its adoption, notwithstanding the difficulties to be overcome.

This would mean primarily the discontinuance of all, or nearly all, of the intermediary transit charges and a considerable reduction in the rates now paid for the ocean transportation of foreign mails, which together could doubtless be made to cover the loss of postal revenue to the several countries of the Union caused by the reduction of postage on foreign correspondence to the domestic rates; for it is hardly

probable that such a measure could be carried through the Congress, unless at the same time means were adopted to protect the postal revenue, which is usually the predominant thought among postal officials when considering changes in the transaction of postal business.

INTERNATIONAL MONEY-ORDER EXCHANGE.

On July 1, 1901, an entirely new system of exchange of international money orders between the United States and Canada, Cuba, and the Philippine Archipelago was put into operation by the Department.

This recently adopted method of international exchange of money orders is practically an extension of the domestic system to the countries named above. In making remittances the regulation domestic forms are used, and settlements of the international accounts are based upon the value of the orders paid by each country for the other. A similar method of exchange has been in operation between France and Canada for the past ten years, and is pronounced by those countries a success in every way, so that it can not be considered as in an experimental stage.

Postmasters issuing orders on Canada, Cuba, or the Philippines debit themselves in their money-order statements in the same manner and form as in the case of domestic orders. The advices are sent direct to the office of payment, and the remitter sends his order to the person who is to receive the money. As the issuing and paying offices deal directly with each other, the circumlocution and delay incident to the employment of an exchange office as a medium of communication are avoided.

Decidedly the most important result attained by the Department in adopting the new scheme of exchange was the discontinuance of the cumbersome exchange office, with its manifold details and bulky records, and the substitution therefor of a system by which the adjustment of the money-order accounts between the administrations interested is based upon the actual amount of money paid by one country for the other. The adjustment of the international accounts on the basis of the value of orders paid, respectively, by one country for the other is the only true basis of settlement of this class of accounts, as the creditor country can claim from the other the exact value of the orders it has cashed during a given period, and no more. Every item of credit claimed in an account must be covered by a voucher in the form of a receipted money order, which must accompany the account in which the credit is claimed. Under the system of international exchange in vogue with most countries each administration is credited with the value of all orders certified to it, without regard to the question of a subsequent payment, and there are no means at hand of determining absolutely, except upon special inquiry, whether every order certified in a list has been paid, because of the uncertainty as to whether all of the details prescribed in the various conventions have been fully carried out; and as the execution of these details depends upon the action of several individuals acting independently of one another, it is more than probable that in some instances orders drawn by one country on another remain unpaid and also uncredited to the country of origin, and just to that extent the method of settlement on the value of orders certified is defective. The relative loss or gain to either country would depend upon the efficiency of the measures employed by either to carry

out that provision of the convention governing the treatment and disposition of void orders. But under the new system the country of issue retains possession of the funds received from the sale of its orders payable in a foreign country until the orders themselves are paid, receipted, and presented for redemption, and consequently it is not necessary to await the action of the country in which the orders are payable in order to control the funds due on outstanding orders.

Credit for the payment of Canadian, Cuban, or Philippine orders is claimed by postmasters in their money-order statements in the same manner as domestic orders. They are received here by the inspecting division and checked against the credits for their payment claimed in the postmasters' accounts. The orders are then sent to the foreign division, where they are arranged numerically according to offices of issue and listed on forms prepared for the purpose, giving the name of office where issued, and number and amount of each order received. The several sheets are then footed and the total of each carried to a summary or recapitulation sheet, which shows the aggregate value of all orders drawn on the United States by the country in interest—that is, Canada, Cuba, or the Philippines, as the case may be—and paid during a given period. This list or account, together with the paid orders described therein, is transmitted under registered cover to the country in which the orders were issued and credit for the total value on the orders duly claimed. On the other hand, orders issued in the United States on Canada, Cuba, etc., are likewise similarly scheduled and sent to this office with a claim for a credit for the aggregate value of United States orders paid, and after the orders have been carefully checked and the aggregate value found correct they are then transferred to the assorting and checking division, where they are again compared and checked against the amounts with which the issuing postmasters debited themselves in their money-order statements.

After verification of the orders with the accounts of the office of issue they are filed with the domestic orders in the sequence of number. The auditing of the accounts under the new system appears to be exceedingly simple and free from complications, and yet it is decidedly effective and complete. Credit is allowed only on our own orders when duly receipted and presented for redemption by the country which paid them, and they are again checked against the account of the postmaster by whom they were issued, thus making it reasonably certain that credit for the amount allowed on the order to the foreign country is fully covered by a corresponding debit in the account of the postmaster who sold the order.

EXCHANGE OF MONEY ORDERS WITH RUSSIA AND MEXICO.

Although the exchange of international money orders with Russia was established only about one year and a half ago, the present volume of business has passed beyond the million-dollar mark, as the following figures will show:

	Number.	Value.
Orders issued in the United States and payable in Russia during the last fiscal year.....	69,298	\$1,100,113.11
Orders issued in Russia and payable in the United States during the same period.....	2,318	80,924.10
Total volume of business.....	71,616	1,181,037.21

An exchange of international money orders with Mexico was also established on January 1, 1900, and the business is rapidly increasing, the number of orders issued in the United States on Mexico being 15,378 and the value \$220,783.92; and the orders issued in Mexico and payable in the United States were 5,064 and the value \$74,454.09, the total in both directions amounting to 20,442 orders issued, which involved the sum of \$295,238.01, for the twelve months ending June 30 last.

Mention is made here of the above countries because of the large amount of business transacted in so short a period of time after the inauguration of the system of exchange, and clearly indicates that the advantages held out to the public by the Department are quickly and fully appreciated.

INCREASED VOLUME OF INTERNATIONAL BUSINESS.

During the year just closed the increase in the number of international orders issued in the United States is 144,092, and in value \$3,287,277.32, and the increase in the number of international orders issued in foreign countries and payable in the United States is 8,449, and the decrease in the value as compared with last year is \$3,143,285.23. This apparent decrease in the value of orders issued in foreign countries payable in the United States during the present, as compared with the year ended June 30, 1900, is explained by the fact that for the latter year the value of orders issued in Cuba and payable in the United States was abnormally large, while the report for 1900 contains as the value of orders issued in Porto Rico \$1,842,542.84. If to this sum be added \$1,771,927.84, as the value of orders issued in Cuba in excess of the general average, we have the sum of \$3,614,470.68, which should be deducted from the total of the foreign issues for 1900 in order to make a fair comparison with the total for the year ended June 30, 1901, and would show an actual increase in foreign issues of \$271,185.45 for the fiscal year just closed.

POSTMASTERS' BONDS.

I deem it proper at this time to call attention to the matter of liability of Presidential postmasters for the official acts and defaults of certain of their subordinates, and to the possibility of serious loss to the Government if the arguments heretofore advanced are judicially determined to be sound.

There is a line of United States Supreme Court decisions to the effect that "In a suit on an official bond the obligation is not that of a mere depository, but of a person who has made a contract, which he must at his own peril perform." The statement is made that "Congress seems not to have been inattentive to the injustice which the rule might work in some cases, and has provided * * * for the relief of postmasters. * * * These statutes recognize the rule laid down by this court and provide such exceptions as can be brought within their terms." Under the authority of these decisions it was held that a postmaster was the official custodian of moneys received, and that it was his duty to account for the same even though embezzled by one of the clerks of his office.

In the act of June 13, 1898, it is directed—

That assistant postmasters and cashiers at first, second, and third class post-offices, and when deemed necessary by the Postmaster-General for the better protection of

the interests of the Government any other employees in such offices, shall, before entering upon the duties of their office give bond to the United States with good and approved security, and in such penalty as the Postmaster-General shall prescribe, conditioned for the faithful discharge of all duties and trusts imposed upon them either by law or the rules and regulations of the Post-Office Department.

It is contended by postmasters who have lost official funds through the unlawful acts of their subordinates, bonded in accordance with the above statute, that they, the postmasters, are not responsible for such losses and that it is the duty of the Government to look to the employees and their sureties for reimbursement, as the measure of their liability has been decreased.

In cases which have arisen this office has taken the position, in the absence of any judicial decision, that the postmasters' liability for the acts of employees has not been released and that those officers and the sureties on their bonds must make good all losses of whatever description, except where relief is granted by the Department under the acts of Congress.

Reference is made to this matter so that, if it be deemed advisable, some steps may be taken at the approaching session of Congress to change the law and remove all doubts on this subject.

It would seem that the law could be so framed as to require assistant postmasters, cashiers, and other employees mentioned, to give bonds to postmasters direct, and to hold the postmasters responsible, under their bonds, for any and all acts or defaults occurring at their respective offices.

COMPTROLLER'S RULINGS.

During the fiscal year ended June 30, 1901, there were 6 cases in which settlement had been made by this office appealed to the Comptroller of the Treasury, as against 11 cases during the year 1900, a decrease of 5. Of those appealed, the Comptroller approved the settlement made by this office in 3 cases, and disapproved the settlement in the others. In one of the settlements disapproved he reversed a former decision of his office (MSS. Dec., vol. 11, p. 340), the settlement having been made in accordance therewith.

There were 2 cases appealed to the Comptroller during the fiscal year reported by him as "on hand" June 30, 1901, which have since been decided, affirming the action of this office in both instances.

In the construction of the statutes by this office, reported to the Comptroller for approval, disapproval, or modification, there were 3, 2 of which were approved and 1 disapproved by that officer.

The number of suits instituted for the collection of balances due from disbursing officers and others arising in all the other auditing offices, reported by the Comptroller of the Treasury, was 28, while this office instituted 11 suits for the collection of amounts due the Post-Office Department.

BAD DEBTS.

During the fiscal year 1895 a large number of suits were instituted against postmasters, mail contractors, and failing bidders, covering back over a period of several years, so that at the close of that fiscal year there was in suit \$1,173,768.66, and while judgment was obtained in nearly every instance collection was found to be impossible in a large

number of cases by reason of the insolvency of the principals and sureties.

The amount in suit at the close of the fiscal year June 30, 1901, was \$298,051.57. This large reduction has been brought about by persistent efforts to collect the amount of the judgments by execution, together with the personal efforts of the post-office inspectors.

In some cases offers of compromise have been made and accepted, with the written consent of the Postmaster-General, after it was apparent that the full amount could not be collected, and in others, where all the parties were hopelessly insolvent, and that fact established, the amounts have been charged to "bad debts."

It is to be noted, therefore, that the amount charged to "bad debts" is not the accumulations covering the past fiscal year, but that of many years, as far back as 1872.

ACCOUNTS WITH THE TREASURY DEPARTMENT, ADJUSTED AND CERTIFIED TO SEPTEMBER 30, 1901.

Accounts of Rufus B. Merchant, disbursing clerk, Post-Office Department.

RECEIPTS.

Sales of post-route maps \$2,788.80

DISBURSEMENTS.

Appropriations.	Fiscal years.			Total.
	1899.	1900.	1901.	
Salaries		\$54.40	\$875,108.74	\$875,163.14
Post-route maps		5,272.96	15,908.45	21,181.40
Official Postal Guide		2,114.37	18,887.36	21,001.73
Postage			475.00	475.00
Rent of buildings			3,666.67	3,666.67
Stationery		72.55	6,717.08	6,789.58
Fuel		36.30	20,156.33	20,192.63
Lights		21.50	353.80	375.30
Plumbing		557.45	568.32	1,125.77
Telegraphing	\$4,507.72	1,265.64	2,507.24	8,280.60
Painting		406.55	968.72	1,375.27
Carpets		913.76	1,725.11	2,638.87
Furniture		482.66	2,370.69	2,853.35
Horses and wagons		153.27	963.78	1,117.05
Hardware		28.54	489.40	517.94
Miscellaneous items		1,625.85	15,835.51	17,461.36
Universal Postal Union in 1900 at Berne, Switzerland			2,050.00	2,050.00
Repairs, etc., post-office, Washington, D. C.			2,489.91	2,489.91
Total	4,507.72	13,005.79	971,242.06	988,755.57

Accounts certified for payment.

Deficiency in the postal revenues	\$4,001,345.17
Relief of the Marion Trust Company, administrator of the estate of Samuel Miliken, deceased	901.92
Relief of H. P. Dyer	354.94
Relief of John M. Guyton	484.79
Relief of the devisees and legal representatives of D. L. Huskey, deceased	139.19
Total	4,003,226.01

Repayments to the Treasury.

Deficiency in the postal revenues	103,276.30
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Pacific railroad accounts.

Amount certified to the credit of aided Pacific railroads for transportation of the mails \$612, 503. 40

OUTSTANDING INDEBTEDNESS.

The amount of balances due on June 30, 1901, from late postmasters, and the actual damages due from failing contractors, failing bidders, and late contractors on account of the fiscal year 1900 and prior years was \$405,935.19, divided as follows:

Late postmasters:
 Postal accounts \$45, 262. 92
 Money-order accounts 53, 767. 91
 Failing bidders and failing contractors 306, 904. 36
 Total 405, 935. 19

Suit has been instituted for \$298,051.57 of the above indebtedness, leaving \$107,883.62 otherwise in process of collection.

Within the past year 15,393 postmasters have been retired from office by death, resignation, or removal. The accounts of these postmasters, both postal and money order, have been audited.

The amount of balances outstanding on account of the fiscal year 1901, and now in process of collection, is \$63,600.80, viz:

Late postmasters:
 Postal accounts \$7, 912. 50
 Money-order accounts 28, 990. 22
 Failing bidders and failing contractors 26, 698. 08
 Total 63, 600. 80

RECAPITULATION.

Amount due on account of fiscal year 1900 and prior years \$405, 935. 19
 Amount due on account of fiscal year 1901 63, 600. 80
 Total 469, 535. 99
 Amount for which suit has been instituted 298, 051. 57
 Otherwise in process of collection 171, 484. 42

COLLECTIONS BY SUIT.

During the past fiscal year the following accounts have been submitted to the Department of Justice for the collections of the balances remaining due the Government:

Accounts.	Number.	Amount.
Postal.....	7	\$3, 015. 02
Money order.....	4	1, 143. 56
Total.....	11	4, 158. 57

The collections during the fiscal year 1901, including costs and interest, amounted to \$13,727.39.

The following table is a list of the accounts of late postmasters, failing bidders, late contractors, and failing contractors, with the bal-

ances remaining due thereon, exclusive of costs and interest, upon which legal proceedings were pending June 30, 1901:

Late postmasters.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
ALABAMA.					
Postal	J. T. Pence	Ball Flat	\$1,648.97	1885	Judgment.
Do.	Mary J. Wilkins	Bay Minette	57.52	1894	Pending.
Do.	do	do	86.79	1897	Do.
Do.	H. J. Winn	Birmingham	401.79	1887	Judgment.
Do.	C. W. Duston	Demopolis	441.49	1873	Do.
Do.	Mary C. Marrs	East Lake	71.06	1891	Do.
Do.	do	do	327.88	1893	Do.
Money order	do	do	520.70	1893	Do.
Postal	John J. Haney	Eldridge	12.38	1892	Do.
Do.	Henry Atkinson	Gnatville	828.62	1885	Do.
Do.	Jacob Greenwald	Hamburg	48.72	1890	Do.
Do.	Daniel McRay	Harpersville	245.70	1879	Do.
Do.	do	do	804.09	1885	Do.
Do.	do	do	106.88	1887	Do.
Do.	John L. Shank	Houston	80.11	1890	Do.
Do.	John Black	North Birmingham	148.13	1896	Do.
Money order	do	do	381.65	1896	Do.
Postal	Gilbert Gay	Roanoke	2.91	1888	Do.
Money order	do	do	181.06	1893	Do.
Total			6,846.54		
ALASKA.					
Postal	Charles H. Edwards	Douglas	76.48	1891	Pending.
Money order	do	do	643.35	1891	Do.
Total			719.83		
ARKANSAS.					
Postal	James B. Core	Plum Bayou	30.25	1892	Judgment.
CALIFORNIA.					
Money order	William M. Vickery	Copperopolis	592.75	1896	Judgment.
Postal	Elzy Morgan Paul	Upper Lake	44.79	1888	Do.
Total			637.54		
COLORADO.					
Postal	Ambrose Bray	Central City		1894	Pending.
Do.	William H. Gowdy	Fremont	49.57	1891	Judgment.
Do.	do	Moreland	24.07	1892	Do.
Do.	do	Cripple Creek	250.06	1893	Do.
Do.	do	Fremont	681.61	1892	Do.
Money order	Michael B. Downey	Globeville	1,015.40	1896	Pending.
Postal	John G. Sheek	Parrott	171.21	1886	Judgment.
Money order	John S. Wheeler	Platteville	103.06	1829	Do.
Total			2,244.97		
FLORIDA.					
Money order	Kirby A. Griner	Dunnellon	32.24	1896	Judgment.
Do.	J. C. Emerson	Fernandina	645.94	1874	Pending.
Postal	W. B. Saunders	Lake de Funiak	27.72	1884	Judgment.
Do.	Alfred B. Osgood	Madison	19.49	1893	Do.
Money order	do	do	22.84	1893	Do.
Postal	William Perkins	Moultrie	85.97	1887	Pending.
Money order	L. M. Moore	Sanford	220.92	1878	Judgment.
Do.	Charles R. Jenkins	Sneeds	10,781.10	1896	Do.
Postal	John C. Calhoun	Spring Warrior	693.48	1885	Do.
Do.	James C. Fannin	West Wynnton	1,628.67	1885	Do.
Do.	Lewis Otto	Key West	218.00	1896	Pending.
Do.	John W. F. King	Gainesville	149.14	1896	Do.
Total			14,475.51		
GEORGIA.					
Postal	Michael Suber	Andersonville	753.45	1886	Pending.
Do.	do	do	67.14	1886	Do.
Do.	William T. Crane	Athens	123.88	1873	Judgment.
Do.	James R. Folsom	Cecil	57.40	1897	Pending.

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
	GEORGIA—continued.				
Postal	James C. Daniel	Clara	\$510. 15	1899	Pending.
Do.....	Byrd Mobley	Evergreen	137. 97	1898	Do.
Do.....	William A. Walker	Geneva	114. 72	1899	Do.
Do.....	Andrew J. Dickson	Marshon	455. 08	1890	Judgment.
Money order	Daniel L. Jackson	Pooler .....	. 20		Pending.
Do.....	John B. Roberts	Sandersville	751. 60	1893	Do.
	Total		2, 971. 54		
	IDAHO.				
Postal	Charles P. Tatro	Bellevue	425. 31	1893	Judgment.
	INDIANA.				
Postal	Samuel S. Heiney	Mooreland	5. 87	1896	Pending.
Money order	do	do	457. 70		Do.
	Total		463. 57		
	INDIAN TERRITORY.				
Money order	William F. Weeks	Hartshorne	4, 629. 14	1895	Pending.
	IOWA.				
Postal	Robert E. Kearney	Sheldon	42. 90	1893	Pending.
Do.....	do	do	610. 85	1897	Do.
	Total		653. 75		
	KANSAS.				
Postal	Elijah L. Pierce	Delta	49. 82	1890	Judgment.
	KENTUCKY.				
Postal	James B. Stollard	Colly	28. 10	1894	Pending.
Do.....	George C. Everett	Mount Sterling	1, 682. 49	1896	Judgment.
Money order	do	do	286. 61	1896	Do.
	Total		1, 947. 20		
	LOUISIANA.				
Postal	Young C. Palmer	Sandy Creek	377. 38	1896	Pending.
Do.....	do	do	166. 69	1896	Do.
	Total		544. 07		
	MICHIGAN.				
Money order	William C. Simmons	Hesperia	2, 384. 31	1893	Judgment.
Postal	John E. Mannering	Ingalls	298. 31	1891	Pending.
	Total		2, 682. 62		
	MINNESOTA.				
Postal	Charles A. Peterson	Thomson	3. 16	1896	Judgment.
Money order	do	do	387. 55	1896	Do.
	Total		390. 71		
	MISSISSIPPI.				
Postal	William H. Gibbs	Jackson	3, 720. 01	1893	Judgment.
	MISSOURI.				
Postal	William Hemker	Hemker	119. 54	1898	Pending.
	NEBRASKA.				
Postal	A. M. Brinkerhoff	Cuba	488. 74	1898	Pending.
Money order	John Stalon	Florence	64. 38	1895	Judgment.
Postal	Thomas A. Twiss	Minature	31. 76	1896	Pending.
Money order	Douglas A. Christy	Scotia	8, 709. 65	1897	Judgment.
	Total		4, 294. 52		

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
NEW MEXICO.					
Money order	Fernando Nolan	Mora	\$1,830.87	1890	Judgment.
Postal	George W. Howland	Santa Fe	2,707.47		
	Total		4,038.34		
NEW YORK.					
Postal	Joseph Hegeman	Bayville	323.29	1894	Judgment.
Money order	do	do	1,291.43	1894	Do.
Do	C. H. Kennard	Chauncey	2,320.18	1894	Pending.
Postal	Beriah Wilber	Indian Lake	210.57	1894	Judgment.
Do	do	do	208.04	1895	Do.
Do	John H. McVean	West Haverstraw	132.63	1896	Pending.
	Total		4,486.14		
NORTH CAROLINA.					
Postal	John Q. A. Henry	Allreds	119.83	1894	Judgment.
Do	Thomas W. Tatham	Andrews	192.75	1894	Do.
Do	Mrs. Ann Cherry	Bay River	83.58	1875	Do.
Do	Robert E. McDonald	Charlotte	3,387.01	1876	Do.
Money order	do	do	983.97	1876	Do.
Do	do	do	105.54	1875	Do.
Postal	Thomas McD. Todd	Clarendon	34.45	1896	Do.
Do	Neill C. Hall	Clarkton	59.56	1893	Do.
Money order	do	do	88.08	1893	Do.
Postal	C. W. Battle	Battleboro	50.17	1900	Pending.
Money order	do	do	166.04	1900	Do.
Postal	Owen S. Lanier	Lanier	37.96	1893	Judgment.
Money order	Samuel B. Snell	Mackey Ferry	165.18	1893	Do.
Postal	R. D. Douglass	Mohawk	30.71	1896	Pending.
Do	John Washington Sanders	Ocean	122.54	1896	Do.
Do	John F. Jacobs	West	129.92	1895	Do.
	Total		5,756.79		
NORTH DAKOTA.					
Postal	Joseph J. Hughes	Fargo	689.01	1898	Pending.
OKLAHOMA.					
Postal	Joshua Copeland	Waynoka	40.23	1894	Judgment.
Do	do	do	14.58	1895	Do.
Do	William Hofman	Taloga	17.61	1895	Pending.
Money order	do	do	210.84	1895	Do.
Postal	do	do	37.96	1896	Do.
Money order	do	do	96.64	1896	Do.
	Total		417.86		
OREGON.					
Postal	Joseph Bassett	Newbridge	24.85	1888	Judgment.
PENNSYLVANIA.					
Money order	John Breen	Gladwyne	1,103.98	1898	Pending.
Postal	Isaac F. Tillinghast	Laplume	89.41	1891	Do.
Do	do	do	352.46	1898	Do.
	Total		1,545.80		
SOUTH CAROLINA.					
Postal	Peter W. Drawdy	Drawdy	38.83	1894	Judgment.
Do	Hattie A. Osborn	Warrick	400.66	1896	Pending.
Do	Courtney Warrick	do	135.52	1896	Judgment.
	Total		575.01		
SOUTH DAKOTA.					
Postal	J. W. C. White	Carbonate	86.44	1888	Judgment.
Money order	do	do	968.04	1888	Do.
	Total		1,004.48		

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
TEXAS.					
Money order	Milton T. Johnson.....	Center.....	\$578.07	1896	Pending.
Postal	Wilson W. Armitage.....	Goodrich.....	710.45	1896	Judgment.
Do.....	John W. Tompkins.....	Ironwood.....	79.29	1873	Do.
Money order	Henry Andrews.....	Lyons.....	67.13	1896	Do.
Postal	Martha Armitage.....	Mariana.....	636.42	1896	Do.
Do.....	Philip T. Ball.....	Sunset.....	80.25	1896	Do.
Money order	do.....	do.....	5,466.67	1896	Do.
Do.....	O. J. Posey.....	Sweetwater.....	30.56	1896	Do.
Total			7,648.84		
VIRGINIA.					
Postal	William H. White.....	Bremo Bluff.....	78.99	1891	Judgment.
Do.....	Joseph Kiser.....	Brumfield.....	240.49	1896	Pending.
Do.....	do.....	do.....	45.37	1897	Do.
Do.....	Ulysses T. Jones, sr.....	Mattoax.....	163.49	1896	Do.
Do.....	do.....	do.....	189.95	1897	Do.
Do.....	Paulina A. Lumpkins.....	Neva.....	860.46	1896	Do.
Do.....	Roberta A. Edmonston.....	Houston.....	881.57	1900	Do.
Total			2,460.32		
WASHINGTON.					
Postal	Phineas M. Annis.....	Alderton.....	2.49	1894	Pending.
Do.....	F. E. Scriver.....	Boundary.....	138.15	1896	Judgment.
Money order	do.....	do.....	1,621.12	1896	Do.
Postal	Anthony Kohne.....	Coupeville.....	156.16	1898	Pending.
Do.....	Sadie Young.....	Deep Creek Falls.....	46.13	1891	Judgment.
Money order	Lewis M. Carter.....	Pataha City.....	80.00	1897	Pending.
Postal	John Martin.....	Rochester.....	584.64	1894	Do.
Money order	Julius C. Lovejoy.....	Ruby.....	353.21	1894	Judgment.
Postal	James P. Austin.....	Shuwah.....	58.90	1896	Do.
Do.....	Duncan A. McBeth.....	Snohomish.....	256.82	1893	Pending.
Do.....	Marcus De La Hamilton.....	Sunnydale.....	44.62	1896	Judgment.
Total			3,242.24		
WEST VIRGINIA.					
Postal	Boyd E. Lusk.....	Brier.....	10.60	1894	Judgment.
Do.....	L. A. Rader.....	Clifton.....	78.82	1874	Pending.
Do.....	Henry C. Ross.....	Elkhorn.....	623.40	1893	Judgment.
Money order	do.....	do.....	1,166.38	1893	Do.
Postal	Job W. Parsons.....	Job.....	21.34	1897	Do.
Do.....	Crocket D. Morgan.....	Morgan Valley.....	567.76	1896	Do.
Do.....	J. D. Shumate.....	Oceana.....	123.99	1880	Do.
Do.....	Nathan L. Bartlett.....	Simpson.....	205.96	1893	Pending.
Total			2,796.45		
WISCONSIN.					
Postal	J. A. Wood.....	Hurley.....	1,275.88	1888	Judgment.
Do.....	Joseph D. Conan.....	Superior.....	213.90	1897	Do.
Total			1,489.78		
WYOMING.					
Postal	William M. Masl.....	Cheyenne.....	2,624.14	1897	Conditional relief granted by Congress.

Failing mail contractors, failing bidders, and late contractors.

State.	Name of principal.	Number of routes.	Balance.	Year.	Remarks.
Montana	John Armstrong	2	\$1,950.43	1897	Pending.
Arkansas	Joseph G. Bell	13	2,199.09	1887-88	Judgment.
Kansas	R. M. Bennett	23	16,132.04	1889	Do.
Colorado	W. T. Bennett	31	30,698.61	1886-86	Pending.
Illinois	James M. Blades	3	310.33	1879	Judgment.
Kentucky	J. N. Bradford	3	1,964.16	1881	Do.
Michigan	Emery F. Califf	1	1,397.90	1878	Do.
Kentucky	Calvin Caywood	1	107.46	1879	Do.
Do.	Chelf & Cogar	1	720.06	1887	Do.
District of Columbia	J. B. Colegrove	18	4,212.19	1891-1893	Do.
South Carolina	B. H. Colegrove	1	2,379.49	1898	Pending.
Kentucky	D. W. Conger	9	3,046.76	1887-1889	Judgment.
Do.	A. K. Cook	68	12,435.01	1880	Do.
Do.	William Craft	1	51.55		Do.
Missouri	A. M. De Priest	1	544.65	1879	Do.
Texas	H. F. Dunson	6	1,301.88	1886	Do.
Kentucky	Parks B. Engle	1	100.96	1879	Do.
California	Peter Fort	1	108.85	1882	Do.
District of Columbia	C. C. Frayser	13	3,605.82	1880	Do.
Kentucky	James T. Gibson	56	10,684.15	1880	Do.
Do.	Glass & Goodin	19	2,960.20	1880-81	Do.
Missouri	J. J. Griffith	1	164.53		Do.
Nebraska	Joel Hale	8	1,795.32	1889	Do.
District of Columbia	W. W. Hall	7	1,847.02	1892-93	Do.
South Dakota	Albert T. Hanson	1	538.07	1889	Do.
Alabama	Willard W. Harris	2	106.27	1891	Do.
West Virginia	John A. Hauver	1	463.91	1892	Pending.
Kentucky	Hiram Hogg	31	9,034.80	1891	Judgment.
North Carolina	James J. Horton	2	262.54	1883	Do.
Kansas	Hudson & Bumgarner	7	3,503.39	1889-90	Do.
Alabama	D. L. James	1	1,300.31	1880	Do.
Kentucky	J. W. Jones	3	341.60	1887-1890	Do.
California	H. J. Langdon	3	2,853.60	1889	Do.
Virginia	Luther Lewis	1	482.34	1892	Do.
North Carolina	John F. Logan	8	2,644.52	1884	Do.
Kentucky	J. V. Lovelace	3	786.50		Do.
California	C. C. Morse	9	12,637.70	1889-90	Do.
Virginia	Samuel M. McArthur	14	4,003.13	1892	Do.
Washington	C. C. McCoy	12	31,125.55	1899	Pending.
New York	J. W. McCullah	6	1,331.18	1881	Do.
District of Columbia	Charles E. McEuen	2	489.79	1880	Judgment.
Kansas	D. T. McFarland	21	12,062.32	1889	Do.
Florida	John W. Price	4	198.46		Pending.
Kentucky	John W. Reeder	1	607.07	1878	Judgment.
Do.	A. L. Reid	11	4,235.96	1887-88	Do.
Missouri	Richard Ritter	11	3,197.61	1882	Do.
Mississippi	James Robinson	2	396.07	1879	Do.
Kentucky	E. E. & J. R. Sawyer	2	339.63	1879	Do.
Do.	James R. Sawyer	7	176.68	1881	Do.
Arkansas	George S. Scott	7	436.15		Do.
Alabama	Joseph T. Stephens	1	269.32	1891	Do.
Ohio	L. F. Sturtevant	3	1,390.94	1889	Do.
Missouri	J. P. Stewart	1	780.47	1898	Pending.
California	A. H. Tevis	19	6,823.16	1881	Do.
Missouri	M. A. Thompson	1	237.01	1881	Judgment.
Colorado	Perley & Walter Wason	1	3,069.53	1885	Pending.
Missouri	F. T. Welsh	4	480.32	1882	Judgment.
Kentucky	E. K. Wilson	5	1,000.80	1899	Pending.
North Carolina	R. G. Winn	7	487.56	1888	Judgment.
New York	W. H. Withers	(1)	510.53	1899	Pending.
Kentucky	Stewart Wyatt	1	3.87	1879	Judgment.
Do.	Thomas J. Wyatt	8	2,579.59	1880-81	Do.
Total			211,905.07		

¹ Supplies.

RECAPITULATION.

Amount in suit, contractors, failing bidders, etc	\$211,905.07
Amount in suit, late postmasters	85,146.50
Total amount in suit	298,051.57

Respectfully,

HENRY A. CASTLE, Auditor.

The SECRETARY OF THE TREASURY.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

POSTMASTER-GENERAL.

TREASURY DEPARTMENT,
OFFICE OF THE AUDITOR FOR THE
POST-OFFICE DEPARTMENT,
Washington, D. C., October 3, 1901.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department as shown by the accounts of this Bureau for the fiscal year ended June 30, 1901, together with tabular statements relating thereto.

Some changes have been made in the character of several of these statements which it is believed are in the line of improvement as to the value of information conveyed.

I renew recommendations and suggestions made in recent annual reports in regard to advices of invalid money orders, change in the limit to the life of money orders, and transfer of money-order funds. Each of these reforms would greatly facilitate the work of this Bureau in the matter of promptness and accuracy, besides being of general benefit to the public service.

In my report to the honorable Secretary of the Treasury of this date I have made mention of the gratifying spirit of harmony and cooperation which still prevails between this Bureau and the responsible officials of your Department.

FINANCIAL STATEMENT.

All expenditures on account of service of last and prior years are stated to September 30, 1901, the audit and payment of the accounts not being completed until that date.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT

Service of the fiscal year 1901.

Postal revenue of the year ended June 30, 1901.....	\$111, 631, 193. 39
Expenditures	115, 039, 607. 09
Excess of expenditures over revenue.....	3, 408, 413. 70

Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 3 of the act approved June 2, 1900 (Stat. L., vol. 31, p. 261).....	\$4, 000, 000. 00
Excess of grants over deficiency.....	591, 586. 30
Amount of balances due from late postmasters on postal accounts closed by "Bad debts".....	\$34, 379. 60
Amount of balances due from late postmasters on postal accounts closed by "Compromise debts".....	7, 342. 60
Amount of balances on postal accounts of late postmasters closed by "Judgments for defendants".....	2, 384. 44
Amount credited to postmasters and late postmasters for loss of postal funds by burglary, fire, etc.....	14, 067. 11
Total.....	58, 173. 75
Amount of balances due to late postmasters on postal accounts closed to "Suspense".....	380. 52
Net loss.....	57, 793. 23
Balance on account of fiscal year 1901.....	533, 793. 07

Service of the fiscal year 1900.

Balance October 1, 1900.....	\$80, 611. 76
Expenditures.....	504, 048. 47
Amount to be placed with the Treasurer of the United States to the credit of the Department by grants from the general Treasury.....	423, 436. 71

Service of the fiscal year 1899.

Balance October 1, 1900.....	\$139, 103. 96
Expenditures.....	9, 797. 39
Balance on account of fiscal year 1899.....	129, 306. 57

Service of the fiscal year 1898.

Balance October 1, 1900, being available for payments under appropriations contained in the deficiency acts approved March 3, 1899, and June 6, 1900.....	\$16, 825. 78
Expenditures.....	0. 00
Balance on account of fiscal year 1898.....	16, 825. 78

Service of the fiscal year 1897.

Balance October 1, 1900, being available for payments under appropriations contained in the deficiency act approved March 3, 1899.....	\$56, 693. 34
Amount certified to the Postmaster-General, certificate No. 43295, and paid to the general Treasury by warrant No. 378, Washington, dated July 19, 1901.....	56, 693. 34

Service of the fiscal year 1896.

Balance October 1, 1900, being available for payments under appropriations contained in the deficiency act approved July 7, 1898.....	\$46, 582. 96
Amount certified to the Postmaster-General, certificate No. 69341, and paid to the general Treasury by warrant No. 2186, Washington, dated December 5, 1900.....	46, 582. 96

Claims, 1898 and prior years.

Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under the deficiency act approved March 3, 1901	\$1,345.17
Expenditures	1,345.17

Claims, 1897 and prior years.

Balance available October 1, 1900	\$7,068.97
Expenditures	122.75
Balance available September 30, 1901	6,946.22

GENERAL REVENUE ACCOUNT.

Postal revenues for the fiscal year ended June 30, 1901	\$111,631,193.39
Expenditures for service of—	
1901	\$115,039,607.09
1900	504,048.47
1899	9,797.39
1898 and prior years	1,345.17
1897 and prior years	122.75
Total expenditures	115,554,920.87
Excess of expenditures over revenue	3,923,727.48
Amount of loss by burglary, fire, bad debts, etc	57,793.23
Deficit for the fiscal year ended June 30, 1901	3,981,520.71
Grants from the General Treasury:	
Under postal act of June 2, 1900	\$4,000,000.00
Under deficiency act of March 3, 1901	1,345.17
Total grants	4,001,345.17
Repayments to the General Treasury of excess of grants over actual deficiencies:	
On account of 1897	\$56,693.34
On account of 1896	46,582.96
Total repayments	103,276.30
Net amount received from the General Treasury	3,898,068.87
Excess of deficit over net amount received from the General Treasury	83,451.84
Balance standing to the credit of the general revenue account September 30, 1900	3,780,850.80
Balance standing to the credit of the general revenue account September 30, 1901	3,697,398.96

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being the aggregate revenues at post-offices for the year, less the compensation of postmasters and clerks and contingent office expenses, were:

For the quarter ended—	
September 30, 1900	\$14,967,644.44
December 31, 1900	19,178,150.26
March 31, 1901	20,043,690.44
June 30, 1901	18,057,489.52
Total	72,246,974.66

The number of quarterly returns of postmasters received and audited, showing the above revenue, was:

For the quarter ended—

September 30, 1900	76,688
December 31, 1900	76,854
March 31, 1901	76,745
June 30, 1901	77,030

Total	307,297
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STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and postal cards sold was:

For the quarter ended—

September 30, 1900	\$22,342,474.11
December 31, 1900	26,594,725.31
March 31, 1901	27,583,562.34
June 30, 1901	25,502,711.27

Total	102,023,473.03
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SECOND-CLASS POSTAGE.

The amount of second-class postage collected from publishers and news agents was:

For the quarter ended:

September 30, 1900	\$967,885.00
December 31, 1900	1,120,378.26
March 31, 1901	1,101,644.53
June 30, 1901	1,104,537.94

Total	4,294,445.73
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LETTER POSTAGE.

The amount of letter postage collected was..... \$199,412.68

Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:

Antigua	\$21.32
Bermuda	1,748.65
Canada	24,683.88
Chile	3,589.20
Costa Rica	1,282.72
Cuba	21,187.17
Dominican Republic	667.03
Fiji Islands	146.20
Germany	15,855.02
Gibraltar	3.29
Great Britain	73,429.09
Hawaii	1,501.93
Hongkong	436.46
Italy	2,046.77
Jamaica	731.92
Japan	11,731.70
Mexico	352.80
New Zealand	29,839.30
Philippine Islands	54.59
Portugal	189.83
Queensland	135.98
Servia	888.49
South Australia	54.25
Spain	4,171.48

Sweden.....	\$89.04
Switzerland.....	1,461.75
Tasmania.....	11.57
Uruguay.....	36.99
Venezuela.....	2,839.44
Victoria.....	228.27
	<hr/> \$199,396.13

Balance collected by postmasters 16.55

BALANCES PAID FOREIGN COUNTRIES.

The following balances were paid and charged to the appropriation for "Balances due foreign countries."

Service of 1901:

Austria.....	\$20,065.36
Belgium.....	83,009.50
Brazil.....	1,989.82
British India.....	133.89
Curaçao.....	1,058.33
Denmark.....	19,073.62
Egypt.....	1,170.33
France.....	12,606.06
International bureau.....	934.62
Netherlands.....	2,466.13
Norway.....	1,872.25
Straits Settlements.....	5.12
	<hr/> \$144,385.03

Service of 1900:

Hongkong.....	965.82
International bureau.....	13.52
New South Wales.....	430.77
	<hr/> 1,410.11

Aggregate amount paid 145,795.14

MAIL TRANSPORTATION.

The amount charged to "Transportation accrued" and placed to the credit of mail contractors and others for transportation during the fiscal year was:

For the regular supply of routes.....	\$45,648,909.40
For the supply of special offices.....	32,393.15
For the supply of mail messenger offices.....	973,471.98
For salaries and expenses of the Railway-Mail Service.....	9,675,436.52
For freight, weighing the mails, and miscellaneous expenses.....	263,610.88
	<hr/> \$56,593,821.93

FOREIGN MAIL TRANSPORTATION.

Trans Atlantic service.....	1,052,331.31
West Indies, Central and South American service ..	538,558.40
Canadian and Newfoundland service.....	9,845.71
Trans-Pacific service.....	307,794.87
Sea post-office service.....	28,496.48
Amount paid to France (service of General Trans-Atlantic Line).....	37,226.19
Amount paid to British Honduras (West Indies, Central and South American service).....	1,631.34
Transfer service at New York.....	36,376.00
Miscellaneous expenses.....	4,894.40
	<hr/> 2,017,154.70
Total.....	58,610,976.63

The amount credited to "Transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was.....	\$209, 938. 49	
The amount of fines and deductions remitted was.....	18, 370. 74	
Net amount of fines and deductions.....		\$191, 567. 75
Net amount of "Transportation accrued"	58, 419, 408. 88	
The amount paid during the year was	57, 691, 953. 02	
Excess of "Transportation accrued"		727, 455. 86

PACIFIC RAILROAD SERVICE.

The following balances for transportation of mails over Pacific railroads have been certified to the Secretary of the Treasury. The amount is not charged to the appropriation for "Inland mail transportation, railroads," and is not, therefore, included in the total of transportation paid.

Regular service, 1901:		
Central Pacific Railway Company, aided.....	\$488, 328. 41	
Sioux City and Pacific Railway Company, aided.....	16, 727. 04	
		\$505, 055. 45
Use of postal cars, 1901:		
Central Pacific Railway Company, aided.....	102, 920. 12	
Sioux City and Pacific Railway Company, aided.....	4, 527. 83	
		107, 447. 95
Total.....		612, 503. 40

The following tables show in detail the transactions for the fiscal year ended June 30, 1901:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department under their several heads.

No. 2.—Statement exhibiting the expenditures of the Post-Office Department under their several heads.

No. 3.—Statement showing the condition of the account, with each item, of the appropriation for the service of the Post-Office Department.

No. 4.—Comparative statement on annual postal receipts, by items, for the five fiscal years ended June 30, 1901.

No. 5.—Statement showing quarterly the method of making disbursements on account of the postal service for the five fiscal years ended June 30, 1901.

No. 6.—Comparative statement of quarterly and annual excesses and deficiencies in the postal revenues for the five fiscal years ended June 30, 1901.

No. 7.—Comparative statement of receipts and expenditures of the Post-Office Department from 1836.

No. 8.—Statement showing the gross receipts at the principal post-offices for the fiscal year ended June 30, 1901, compared with the gross receipts for the previous fiscal year.

No. 9.—Tabulation, by States, of the number of fourth-class post-offices, according to the amount of postmasters' compensation.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices.

No. 11.—Statement showing the transactions of the money-order offices of the United States.

No. 12.—Statement showing the receipts and disbursements of the money-order offices of the United States.

No. 13.—Statement showing the transfers to and from the money-order account.

No. 14.—Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., and Chicago, Ill.

No. 15.—Statement showing the revenue which accrued on money-order transactions.

No. 16.—Statement of assets and liabilities.

No. 17.—Statement showing the principal international money-order transactions.

No. 18.—Statement showing the weight of letters, prints, etc., sent by sea from the

United States to European countries, including India, Turkey in Asia, and South Africa.

No. 19.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to foreign countries other than European by steamship lines.

No. 20.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to countries other than European.

No. 21.—Statement showing the weight of foreign closed mails retransported by sea and the amounts accruing to steamship companies for their conveyance.

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1901.*

Account.	Quarters ended—				Aggregate.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
Letter postage	\$68,498.82	\$30,827.92	\$59,310.74	\$40,780.20	\$199,412.68
Second-class postage	967,886.00	1,120,378.26	1,101,644.66	1,104,537.94	4,294,445.78
Box rents and branch offices ..	722,804.80	723,782.08	729,079.09	740,737.22	2,915,853.14
Fines and penalties	8,168.77	10,263.16	6,567.72	10,829.66	30,829.30
Postage stamps, stamped envelopes, wrappers, and postal cards	22,842,474.11	26,594,725.31	27,583,562.34	25,502,711.27	102,023,473.08
Dead letters	3,142.43	6,219.63	2,814.86	3,416.86	15,592.78
Revenue from money-order business	356,193.75	478,495.71	414,924.92	419,044.91	1,668,659.29
Miscellaneous	9,962.70	9,638.22	11,578.68	20,992.41	52,172.01
Unpaid money orders more than 1 year old		430,755.43			430,755.43
Total	24,478,625.38	29,406,085.67	29,909,482.38	27,843,049.96	111,631,198.39

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1901.

Appropriations.	Quarters ended—				Expended on account of 1901.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.			
<i>Office of the Postmaster-General.</i>							
Advertising.....	\$19.55	\$57.18	\$949.27	\$348.33	\$1,374.33	\$62.08	\$1,436.41
Miscellaneous items.....	54.32	59.69	12.87	39.94	167.02		167.02
New territory and military postal service.....	45,382.65	51,212.45	58,961.16	71,619.38	227,173.67	1,678.60	228,852.27
Payment to Amos Van Eeten.....						125.00	125.00
<i>Office of the First Assistant Postmaster-General.</i>							
Compensation to postmasters.....	4,804,922.30	5,008,188.56	5,119,254.32	5,017,149.69	19,949,514.79	1,603.49	19,951,118.28
Compensation to assistant postmasters—first and second class offices.....	333,383.96	335,681.11	334,217.65	336,051.25	1,339,333.97		1,339,333.97
Compensation to clerks in post-offices.....	3,201,270.89	3,203,627.68	3,206,133.29	3,200,306.74	12,811,338.60	4,757.36	12,816,096.96
Rent light and fuel for first, second, and third class offices.....	467,237.14	488,693.56	491,731.18	500,120.64	1,946,782.52	1,453.82	1,948,236.34
Miscellaneous items at first and second class offices.....	107,047.47	47,902.49	33,792.65	33,865.94	221,709.55	2,986.47	224,696.02
Advertising at first and second class offices.....	5,281.82	6,596.99	6,046.81	5,197.23	20,981.85		20,981.85
Cancelling machines.....	23,811.21	38,023.19	50,670.91	33,312.43	145,817.79	2,643.44	148,461.23
Free-delivery service.....	4,088,909.27	3,980,618.85	3,908,123.62	3,774,948.26	15,752,630.00	315,626.23	16,068,256.23
Experimental rural free-delivery service.....	298,685.47	417,771.06	488,769.72	556,298.81	1,749,525.06		1,777,554.61
Stationery for postal service.....	20,165.08	9,519.89	30,846.28	9,403.80	69,695.05		69,695.05
Wrapping twine.....	42,826.92	39,673.77	43,423.40	33,998.67	159,922.76		159,922.76
Wrapping paper.....	4,807.60	8,777.81	8,457.00	9,964.73	34,966.71		34,966.71
Letter balances, scales, and test weights.....	15,628.12	1,566.88	2,865.60	884.15	9,964.73		9,964.73
Postmarking and mailing stamps.....	531.32	4,967.81	8,094.02	4,297.30	32,966.72		32,966.72
Packing boxes, sawdust, etc.....	6,073.40	216.30	2,448.80	3,400	999.72		999.72
Printing facing slips, alidie labels, etc.....	16,181.61	2,643.78	4,672.45	3,708.82	16,988.40	5.46	17,003.86
Blanks, etc., for money-order service.....	1,080.82	25,854.23	28,723.43	28,969.39	99,228.66	1,137.50	100,366.16
Rubber and metal stamps for money-order service.....	4,963.50	466.26	877.68	28,981.64	3,856.30	26	3,856.55
Copying presses and typewriters for money-order service.....			15.19		4,978.69		4,978.69
Exchange, stationery, and miscellaneous for money-order service.....							
Payment of money orders more than 1 year old.....	2,600.61	1,633.12	3,071.81	4,021.55	11,326.59	211.99	11,538.58
	20,754.62	19,253.79	25,740.19	22,416.38	88,164.96		88,164.96
<i>Office of the Second Assistant Postmaster-General.</i>							
Inland mail transportation—star.....	1,257,633.89	1,261,507.54	1,292,715.83	1,331,353.95	5,143,211.11	43,126.58	5,186,337.64
Inland mail transportation—steamboat.....	141,645.78	128,967.79	113,841.60	129,469.81	508,444.48	7,132.75	515,577.23
Mail-messenger service.....	235,878.43	243,652.17	245,944.88	247,997.00	978,471.98	2,496.10	975,968.08
Pneumatic-tube service.....	55,566.50	55,566.50	55,566.50	55,566.50	222,254.00		222,254.00
Wagon service.....	183,269.23	183,947.72	182,815.64	184,406.02	734,488.61		734,488.61
Mail bags.....	73,650.52	79,771.76	70,228.29	41,432.29	265,077.86	6,563.82	271,641.68
Mail locks and keys.....	9,943.71	10,035.95	10,060.05	10,523.26	40,560.97		40,560.97
Repair shop for mail bags.....	1,905.96	2,292.87	2,353.18	1,711.85	8,263.86	428.63	8,263.94

Inland mail transportation—railroad	8,337,608.44	8,359,854.41	6,441,097.54	6,405,841.79	88,523,902.18	52,712.92	88,576,615.10
Railway post-office car service	1,079,256.99	1,092,757.96	1,111,853.36	1,124,771.23	4,408,639.53	6,649.36	4,415,283.89
Railway mail service	2,381,426.71	2,420,428.95	2,430,485.12	2,443,094.74	9,675,436.52	1,621.45	9,676,957.97
Inland mail transportation—electric and cable cars	66,042.03	92,483.73	89,840.13	88,028.72	330,894.61	1,435.47	332,330.06
Inland mail transportation—railroad, special facilities, etc.	46,873.42	43,239.66	40,007.80	37,889.52	167,010.40	54.53	167,065.03
Miscellaneous items	11.00	47.53	6.50	904.60	969.63		969.63
Transportation of foreign mails	501,475.79	515,910.53	455,448.07	531,415.21	2,004,249.60	6,772.10	2,011,021.70
Balance due foreign countries	1,170.33	44,668.66	98,646.14		144,885.03	1,410.11	146,295.14
Investigation of pneumatic tubes	1,731.99	3,496.77	46.00		6,273.76		6,273.76
Reimbursement of J. G. Bell, contractor						122.75	122.75
<i>Office of the Third Assistant Postmaster-General.</i>							
Manufacture of postage stamps	46,171.01	60,537.02	63,800.64	82,491.33	233,000.00	9,869.90	262,869.90
Distribution of postage stamps	2,950.66	2,983.57	2,983.90	2,983.90	11,902.03		11,902.03
Manufacture of stamped envelopes, etc.	122,859.50	144,772.49	161,587.63	141,822.24	670,441.96	6.33	670,447.19
Distribution of stamped envelopes, etc.	4,381.41	4,375.00	4,443.00	4,286.16	17,465.57		17,465.57
Manufacture of postal cards	86,700.07	40,857.91	33,640.64	46,103.75	186,702.37		186,702.37
Distribution of postal cards	1,428.57	1,862.40	1,797.81	2,007.52	7,694.30		7,694.30
Registered package, tag, official, and dead-letter envelopes	22,468.38	35,927.67	34,886.91	8,217.04	101,000.00		101,000.00
Ship, steamboat, and way letters	98.92	83.82	61.06	14.54	319.34		319.34
Indemnities for losses by registered mail	21.11	146.64	217.33	241.92	527.09	475.08	1,102.08
Special delivery service	127,868.58	139,467.86	132,030.41	145,885.53	544,783.36	17.76	544,801.14
Miscellaneous items	108.80	140.41		245.40	485.11		485.11
<i>Office of the Fourth Assistant Postmaster-General.</i>							
Mail depredations and post-office inspectors	112,192.37	117,380.86	125,939.14	137,346.00	492,859.27	2.85	492,862.12
Payment of rewards			150.00	1,750.00	1,900.00	15,175.00	17,075.00
Miscellaneous items							
Total	28,343,687.90	28,771,489.60	29,055,428.29	28,869,001.90	115,089,607.09	515,313.78	115,554,920.87

No. 3.—Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1901.

Appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising	\$7,000.00	\$1,374.33	\$5,625.97
Miscellaneous items	1,000.00	167.02	832.66
New territory and military postal service	250,000.00	227,175.67	22,824.08
Postal laws and regulations	45,000.00	.....	45,000.00
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters	117,978,785.86	19,949,514.79	\$1,970,728.93
Compensation to assistant postmasters—first and second class offices	1,347,700.00	1,339,333.97	8,366.03
Compensation to clerks in post-offices	112,865,914.14	12,840,738.60	25,175.64
Rent, light, and fuel for first, second, and third class offices	1,950,000.00	1,942,692.76	7,307.24
Miscellaneous items at first and second class offices	225,000.00	221,709.55	3,290.45
Advertising at first and second class offices	22,500.00	20,961.85	1,538.15
Cancelling machines	150,000.00	145,817.79	4,182.21
Free-delivery service	15,752,600.00	15,752,600.00	.....
Experimental rural free-delivery service	1,750,000.00	1,749,525.06	474.94
Stationery for postal service	70,000.00	69,695.06	304.95
Wrapping twine	165,000.00	159,622.76	5,377.24
Wrapping paper	35,000.00	34,996.71	3.29
Letter balances, scales, and test weights	10,000.00	9,964.78	35.27
Postmarking and rating stamps	83,000.00	82,966.75	13.25
Packing boxes, sawdust, etc	1,000.00	999.72	.28
Printing facing slips, slide labels, etc	20,000.00	16,998.40	3,001.60
Blanks, etc., for money-order service	125,000.00	99,228.66	25,771.34
Rubber and metal stamps for money-order service	6,000.00	3,356.30	2,643.70
Copying presses and typewriters for money-order service	5,000.00	4,978.69	21.31
Exchange, stationery, and miscellaneous for money-order service	13,000.00	11,326.59	1,673.41
Payment of money-orders more than one year old	88,164.98	88,164.98	.....
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation—star	5,240,000.00	5,143,211.11	96,788.89
Inland mail transportation—steamboat	545,000.00	508,444.48	36,555.52
Mail-messenger service	985,000.00	973,471.98	11,528.02
Pneumatic-tube service	225,000.00	222,254.00	2,746.00
Wagon service	750,000.00	734,438.61	15,561.39
Mail bags	275,000.00	265,077.86	9,922.14
Mail locks and keys	48,000.00	40,560.97	2,439.08
Repair shop for mail bags	8,500.00	8,283.86	216.14
Inland mail transportation—railroad	38,871,857.26	33,523,902.18	347,955.08
Railway post-office car service	4,561,000.00	4,408,639.58	152,360.47
Railway mail service	9,868,900.00	9,675,436.52	193,463.48
Inland mail transportation—electric and cable cars	350,000.00	330,894.61	19,105.39
Inland mail transportation—railroad, special facilities, etc	196,238.75	167,010.40	29,228.35
Miscellaneous items	1,000.00	969.63	30.37
Transportation of foreign mails	2,248,000.00	2,004,249.60	243,750.40
Balance due foreign countries	145,000.00	144,385.03	614.97
Investigation of pneumatic tubes	10,000.00	5,273.76	4,726.24
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps	253,000.00	253,000.00	.....
Distribution of postage stamps	12,000.00	11,902.08	97.97
Manufacture of stamped envelopes, etc	608,000.00	570,441.86	32,558.14
Distribution of stamped envelopes, etc	17,800.00	17,465.57	334.43
Manufacture of postal cards	158,000.00	156,702.37	1,297.63
Distribution of postal cards	7,800.00	7,694.30	105.70
Registered-package, tag, official, and dead-letter envelopes	101,000.00	101,000.00	.....
Ship, steamboat, and way letters	1,000.00	319.34	680.66
Indemnities for losses by registered mail	6,000.00	627.00	5,373.00
Special-delivery service	544,785.38	544,785.38	.....
Miscellaneous items	500.00	495.11	4.89
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Mail depredations and post-office inspectors	550,000.00	492,859.27	57,140.73
Payment of rewards	25,000.00	1,900.00	23,100.00
Miscellaneous items	1,000.00	.....	1,000.00
Total	114,521,046.37	115,089,607.09	1,452,168.21

¹ \$21,214.14 of the appropriation for "Compensation to postmasters" saved by the consolidation of post-offices, was transferred to the appropriation for "Compensation to clerks in post-offices."

² Expended in excess of the appropriation.

No. 4.—Comparative statement of annual postal receipts, by items, for the five fiscal years ended June 30, 1901.

Items.	Receipts for fiscal years ended—				
	June 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Letter postage	\$154,822.81	\$118,756.96	\$98,081.88	\$147,827.67	\$199,412.68
Second-class postage			3,527,082.26	3,825,889.99	4,294,445.73
Box rents and branch offices	2,522,851.21	2,579,241.06	2,726,568.04	2,827,724.19	2,915,858.14
Fines and penalties	26,579.29	27,695.67	31,041.42	21,744.51	30,829.30
Stamps, etc., sold	78,959,545.66	85,029,076.96	87,280,654.01	94,013,699.63	102,023,473.08
Dead letters	11,437.04	10,502.13	13,104.74	14,437.72	15,592.78
Revenue from money-order business	967,181.06	1,196,683.35	1,286,664.60	1,455,145.85	1,668,669.29
Miscellaneous	23,545.66	60,712.43	58,297.72	49,109.78	52,172.01
Unpaid money orders more than 1 year old					430,755.43
Total	82,665,462.73	89,012,618.55	95,021,384.17	102,354,579.29	111,631,193.39

No. 5.—Statement showing quarterly the method of making disbursements on account of the postal service for the five fiscal years ended June 30, 1901.

Period.	Amount disbursed by—		Total.
	Postmasters.	Warrants on the Treasurer and the assistant treasurers of the United States.	
<i>Fiscal year 1897.</i>			
Quarter ended—			
September 30, 1896	\$12,510,453.30	\$10,959,163.25	\$23,469,616.55
December 31, 1896	12,543,472.43	10,919,998.16	23,463,470.59
March 31, 1897	12,609,680.17	10,897,446.69	23,507,126.86
June 30, 1897	12,602,872.60	11,034,155.78	23,637,028.38
<i>Fiscal year 1898.</i>			
Quarter ended—			
September 30, 1897	12,878,895.15	11,132,202.96	24,006,098.11
December 31, 1897	12,953,744.04	11,852,135.72	24,805,879.76
March 31, 1898	13,069,712.86	11,562,567.04	24,672,309.90
June 30, 1898	13,110,598.91	11,438,641.98	24,549,240.84
<i>Fiscal year 1899.</i>			
Quarter ended—			
September 30, 1898	13,485,418.03	11,565,600.21	25,051,018.24
December 31, 1898	13,631,225.34	11,728,390.22	25,359,615.56
March 31, 1899	13,777,254.91	11,930,582.60	25,707,837.51
June 30, 1899	13,714,674.57	11,799,015.04	25,513,689.61
<i>Fiscal year 1900.</i>			
Quarter ended—			
September 30, 1899	14,348,835.06	12,359,882.95	26,708,718.01
December 31, 1899	14,463,278.43	12,392,224.43	26,855,502.86
March 31, 1900	14,678,669.08	12,499,308.78	27,167,972.86
June 30, 1900	14,548,463.88	12,464,610.38	27,008,074.26
<i>Fiscal year 1901.</i>			
Quarter ended—			
September 30, 1900	15,525,331.38	12,942,274.87	28,467,606.25
December 31, 1900	16,065,446.89	13,067,461.42	29,132,908.31
March 31, 1901	15,868,392.47	13,209,539.87	29,077,932.34
June 30, 1901	15,644,344.20	13,232,129.77	28,876,473.97

No. 6.—Comparative statement of quarterly and annual excesses and deficiencies in the postal revenues for the five fiscal years ended June 30, 1901.

Period.	Excess.	Deficiency.	Loss by "Bad debts," etc., for fiscal year.	Net deficit for fiscal year.
<i>Fiscal year 1897.</i>				
Quarter ended—				
September 30, 1896		\$4,422,733.26		
December 31, 1896		2,087,079.32		
March 31, 1897		1,674,048.59		
June 30, 1897		3,277,918.48		
			\$19,799.76	\$11,431,573.41
<i>Fiscal year 1898.</i>				
Quarter ended—				
September 30, 1897		3,961,172.08		
December 31, 1897		1,419,157.60		
March 31, 1898		1,012,703.86		
June 30, 1898		2,627,871.52		
			33,646.69	9,064,551.75
<i>Fiscal year 1899.</i>				
Quarter ended—				
September 30, 1898		3,639,863.53		
December 31, 1898		597,909.46		
March 31, 1899		404,483.65		
June 30, 1899		1,978,520.11		
			19,358.85	6,680,135.60
<i>Fiscal year 1900.</i>				
Quarter ended—				
September 30, 1899		3,636,827.90		
December 31, 1899		359,051.47		
March 31, 1900	\$203,767.08			
June 30, 1900		1,563,576.41		
			24,669.40	5,410,358.10
<i>Fiscal year 1901.</i>				
Quarter ended—				
September 30, 1900		3,998,960.87		
December 31, 1900	272,127.36			
March 31, 1901	831,560.04			
June 30, 1901		1,083,424.01		
			57,793.23	3,961,520.71

Fiscal year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1887	\$4,945,668.21		\$4,945,668.21	\$3,288,319.08
1888	4,238,733.46		4,238,733.46	4,480,662.21
1889	4,484,656.70		4,484,656.70	4,686,586.31
1890	4,543,521.92		4,543,521.92	4,718,285.64
1891	4,407,726.27	\$482,657.00	4,890,383.27	4,499,527.61
1892	4,546,849.65		4,546,849.65	5,674,761.80
1893	4,296,225.43		4,296,225.43	4,374,753.71
1894	4,287,287.83		4,287,287.83	4,286,512.70
1895	4,289,841.80		4,289,841.80	4,320,731.99
1896	3,487,199.35	750,000.00	4,237,199.35	4,076,036.91
1897	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
1898	4,556,211.10	125,000.00	4,680,211.10	4,326,850.27
1899	4,705,176.28		4,705,176.28	4,479,049.13
1890	5,499,984.86		5,499,984.86	5,212,953.43
1891	6,410,604.33		6,410,604.33	6,278,401.68
1892	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1893	5,240,724.70	2,255,000.00	7,495,724.70	7,982,756.59
1894	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1895	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
1896	6,920,821.66	3,748,881.56	10,669,703.22	10,406,286.36
1897	7,353,951.76	4,528,004.67	11,881,956.43	11,508,067.93
1898	7,486,792.86	4,679,270.71	12,166,063.57	12,722,470.01
1899	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.63
1890	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1891	8,349,296.40	4,689,806.53	12,989,102.93	13,606,759.11
1892	8,299,820.90	2,598,963.71	10,898,774.61	11,125,364.13
1893	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
1894	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1895	14,556,158.70	3,968.46	14,560,127.16	13,694,728.28
1896	14,436,966.21		14,436,966.21	15,352,079.30
1897	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1898	16,292,600.80	5,696,525.00	21,989,125.80	22,780,592.65
1899	18,344,510.72	5,707,115.30	24,051,626.02	23,698,131.50
1890	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1891	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.08
1892	21,915,426.37	4,993,750.00	26,909,176.37	26,658,192.31
1893	22,996,741.57	5,990,475.00	28,987,216.57	29,084,945.67
1894	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.58
1895	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
1896	28,644,197.50	5,088,583.03	33,732,780.53	33,263,487.58
1897	27,531,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1898	29,277,516.95	5,307,652.82	34,585,169.77	34,165,084.49
1899	30,041,962.86	3,207,965.25	33,339,948.11	33,449,899.45
1890	33,315,479.34	3,597,717.20	36,913,196.54	36,542,803.68
1891	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
1892	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1893	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1894	43,325,968.81	140,690.79	43,466,649.60	47,224,560.27
1895	42,560,843.83	6,366,473.00	48,927,316.83	50,046,235.21
1896	43,948,422.96	8,751,070.73	52,699,493.68	51,004,743.80
1897	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1898	52,695,176.79	3,386,441.70	56,081,618.49	56,468,315.20
1899	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891	65,931,785.72	4,441,772.08	70,373,557.80	73,059,519.49
1892	70,530,475.98	6,250,282.64	77,190,708.62	76,980,846.16
1893	75,896,993.16	6,727,823.43	82,624,761.59	81,581,681.33
1894	75,080,479.04	10,200,895.13	85,281,374.17	84,994,111.62
1895	76,983,128.19	9,872,962.53	86,856,090.72	87,179,551.28
1896	82,499,208.40	8,830,600.56	91,329,808.96	90,932,669.50
1897	82,665,462.78	12,133,392.88	94,798,855.61	94,077,242.38
1898	89,012,618.56	9,341,258.81	98,353,877.36	98,083,523.61
1899	95,021,384.17	7,902,040.58	102,923,424.75	101,682,160.97
1900	102,354,579.29	6,250,019.96	108,604,599.24	107,740,257.97
1901	111,631,198.39	4,001,945.17	115,632,538.56	115,564,920.97

No. 6.—Comparative statement of quarterly and annual excesses and deficiencies in the postal revenues for the five fiscal years ended June 30, 1901.

Period.	Excess.	Deficiency.	Loss by "Bad debts," etc., for fiscal year.	Net deficit for fiscal year.
<i>Fiscal year 1897.</i>				
Quarter ended—				
September 30, 1896		\$4,422,733.26		
December 31, 1896		2,087,079.32		
March 31, 1897		1,674,048.59		
June 30, 1897		3,277,918.48		
			\$19,799.76	\$11,431,579.41
<i>Fiscal year 1898.</i>				
Quarter ended—				
September 30, 1897		3,961,172.08		
December 31, 1897		1,419,157.60		
March 31, 1898		1,012,703.86		
June 30, 1898		2,627,871.52		
			33,646.69	9,054,551.75
<i>Fiscal year 1899.</i>				
Quarter ended—				
September 30, 1898		3,639,863.53		
December 31, 1898		587,909.46		
March 31, 1899		404,483.65		
June 30, 1899		1,978,520.11		
			19,358.85	6,630,135.60
<i>Fiscal year 1900.</i>				
Quarter ended—				
September 30, 1899		3,636,827.90		
December 31, 1899		359,051.47		
March 31, 1900	\$203,767.08			
June 30, 1900		1,593,576.41		
			24,669.40	5,410,358.10
<i>Fiscal year 1901.</i>				
Quarter ended—				
September 30, 1900		3,998,980.87		
December 31, 1900	272,127.36			
March 31, 1901	831,550.04			
June 30, 1901		1,083,424.01		
			57,793.23	3,981,520.71

AUDITOR—COMPARATIVE STATEMENT OF RECEIPTS, ETC. 981

No. 7.—*Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1901.*

Fiscal year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668.21	.....	\$4,945,668.21	\$3,288,319.08
1838.....	4,238,733.46	.....	4,238,733.46	4,430,662.21
1839.....	4,484,656.70	.....	4,484,656.70	4,636,536.31
1840.....	4,543,521.92	.....	4,543,521.92	4,718,236.64
1841.....	4,407,726.27	\$482,657.00	4,890,383.27	4,499,527.61
1842.....	4,546,849.65	.....	4,546,849.65	5,674,751.80
1843.....	4,296,225.43	.....	4,296,225.43	4,374,753.71
1844.....	4,237,287.83	.....	4,237,287.83	4,236,512.70
1845.....	4,289,841.80	.....	4,289,841.80	4,820,731.99
1846.....	3,487,199.35	750,000.00	4,237,199.35	4,076,036.91
1847.....	3,890,309.23	12,500.00	3,902,809.23	3,979,542.10
1848.....	4,535,211.10	125,000.00	4,660,211.10	4,326,850.27
1849.....	4,708,176.28	.....	4,708,176.28	4,479,049.13
1850.....	5,499,984.86	.....	5,499,984.86	5,212,953.43
1851.....	6,410,604.33	.....	6,410,604.33	6,276,461.63
1852.....	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853.....	5,240,724.70	2,255,000.00	7,495,724.70	7,982,756.59
1854.....	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1855.....	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
1856.....	6,920,821.66	3,748,981.56	10,669,803.22	10,405,286.36
1857.....	7,553,951.76	4,528,004.67	11,881,956.43	11,508,067.93
1858.....	7,496,792.86	4,679,270.71	12,166,063.57	12,722,470.01
1859.....	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.63
1860.....	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.99
1861.....	8,349,296.40	4,639,806.53	12,989,102.93	13,006,756.11
1862.....	8,299,820.90	2,598,953.71	10,898,774.61	11,125,364.13
1863.....	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
1864.....	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1865.....	14,556,158.70	8,968.46	14,565,127.16	13,694,728.28
1866.....	14,436,966.21	.....	14,436,966.21	15,352,079.30
1867.....	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1868.....	16,292,600.80	5,696,625.00	21,989,225.80	22,780,592.65
1869.....	18,344,510.72	5,707,115.30	24,051,626.02	23,696,131.50
1870.....	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871.....	20,037,045.42	4,126,200.00	24,163,245.42	24,890,104.08
1872.....	21,915,426.37	4,998,750.00	26,909,176.37	26,658,192.31
1873.....	22,996,741.57	5,990,475.00	28,987,216.57	29,084,945.67
1874.....	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.58
1875.....	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
1876.....	28,644,197.50	5,088,568.08	33,732,765.58	33,263,487.58
1877.....	27,581,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1878.....	29,277,516.95	5,307,652.82	34,585,169.77	34,165,064.49
1879.....	30,041,982.86	8,207,965.25	38,249,948.11	38,449,899.45
1880.....	33,315,479.34	8,597,717.20	36,913,196.54	36,542,808.68
1881.....	36,786,397.97	8,297,921.46	40,068,319.43	39,592,566.22
1882.....	41,876,410.15	6,595.12	41,888,005.27	40,482,021.23
1883.....	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1884.....	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885.....	42,560,843.88	6,066,473.00	48,627,316.88	50,046,235.21
1886.....	43,948,422.96	8,751,070.73	52,699,493.69	51,004,743.80
1887.....	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1888.....	52,695,176.79	3,386,441.70	56,081,618.49	56,468,315.20
1889.....	56,176,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890.....	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891.....	65,981,785.72	4,441,772.08	70,373,557.80	73,059,519.49
1892.....	70,930,476.98	6,250,282.64	77,190,708.62	76,980,846.16
1893.....	75,896,993.16	0,727,828.43	82,624,761.59	81,581,681.33
1894.....	75,080,479.04	10,200,895.13	85,281,374.17	84,994,111.62
1895.....	76,983,128.19	9,872,962.53	86,856,090.72	87,179,561.28
1896.....	82,499,208.40	8,830,600.56	91,329,808.96	90,932,669.50
1897.....	82,665,462.78	12,133,392.88	94,798,855.61	94,077,242.38
1898.....	89,012,618.55	9,841,258.81	98,853,877.36	98,083,523.61
1899.....	95,021,384.17	7,902,040.58	102,923,424.75	101,632,160.92
1900.....	102,354,579.29	6,250,019.95	108,604,599.24	107,740,267.99
1901.....	111,631,198.39	4,001,845.17	115,632,583.56	115,554,920.87

No. 8.—Statement showing the gross receipts at the principal post-offices for the fiscal year ended June 30, 1901, compared with the gross receipts for the previous fiscal year.

Office.	Gross receipts, fiscal year ended—		Population, 1900.
	June 30, 1901.	June 30, 1900.	
New York, N. Y.	\$10,384,623.21	\$9,481,289.56	3,437,202
Chicago, Ill.	7,706,356.90	6,609,149.27	1,698,575
Philadelphia, Pa.	3,698,601.10	3,396,686.07	1,298,697
Boston, Mass.	3,317,274.39	3,185,872.89	560,892
St. Louis, Mo.	2,145,088.70	1,924,425.80	575,238
Brooklyn, N. Y.	1,500,856.62	1,430,797.88	(¹)
Cincinnati, Ohio	1,370,036.86	1,239,986.62	826,902
Baltimore, Md.	1,239,151.69	1,160,293.81	508,957
San Francisco, Cal.	1,075,657.87	1,006,122.65	342,782
Pittsburg, Pa.	1,030,533.41	923,601.18	321,616
Cleveland, Ohio	992,612.56	909,264.96	381,788
Buffalo, N. Y.	925,224.90	807,669.46	362,357
Detroit, Mich.	826,817.15	762,412.45	285,704
Kansas City, Mo.	808,729.05	693,836.27	163,752
Minneapolis, Minn.	740,664.44	663,205.62	202,718
Washington, D. C.	739,778.15	689,658.65	278,718
Milwaukee, Wis.	692,409.05	638,894.90	285,315
St. Paul, Minn.	641,198.76	606,725.84	163,065
Indianapolis, Ind.	569,690.87	457,171.16	169,164
New Orleans, La.	505,924.92	473,810.71	237,104
Louisville, Ky.	502,550.41	479,981.98	204,731
Denver, Colo.	479,025.21	417,572.16	133,859
Rochester, N. Y.	465,226.28	427,727.08	162,608
Newark, N. J.	461,234.67	416,744.15	246,070
Providence, R. I.	418,886.05	377,885.85	175,597
Columbus, Ohio	396,757.88	366,029.67	125,560
Omaha, Nebr.	390,389.80	380,007.23	102,555
Atlanta, Ga.	367,283.04	319,315.69	89,872
Toledo, Ohio.	354,796.99	326,698.68	131,822
Des Moines, Iowa.	334,583.85	294,938.43	62,139
Albany, N. Y.	290,749.28	274,044.46	94,151
New Haven, Conn.	287,971.44	264,783.01	108,027
Syracuse, N. Y.	283,600.36	280,562.60	108,374
Richmond, Va.	280,871.41	260,964.20	85,050
Los Angeles, Cal.	280,736.15	245,038.43	102,479
Hartford, Conn.	280,239.93	269,014.35	79,850
Jersey City, N. J.	271,841.51	262,499.19	206,438
Dayton, Ohio	255,099.64	245,009.95	83,333
Worcester, Mass.	250,147.87	237,908.01	118,421
Memphis, Tenn.	247,292.94	229,906.82	102,320
Grand Rapids, Mich.	246,247.60	232,726.78	87,565
Racine, Wis.	243,294.76	215,888.71	29,102
Nashville, Tenn.	240,905.13	228,850.55	80,865
Portland, Oreg.	228,584.66	213,945.31	90,426
Springfield, Mass.	221,042.52	208,139.30	62,059
Dallas, Tex.	213,896.36	185,177.60	42,638
Seattle, Wash.	206,621.86	167,136.55	80,671
Scranton, Pa.	201,629.48	167,652.71	102,026

¹ Population included in census of New York.

No. 9.—*Tabulation by States and Territories of the number of fourth-class post-offices, according to the amount of postmasters' compensation, for the fiscal year ended June 30, 1901.*

States and Territories.	\$50 or less.	\$50.01 to \$100.	\$100.01 to \$200.	\$200.01 to \$500.	\$500.01 to \$1,000.	Total.
Alabama	1,257	546	392	299	70	2,564
Alaska	30	15	6	5	8	64
Arizona	44	49	57	49	11	210
Arkansas	774	491	347	241	70	1,923
California	193	303	428	406	167	1,497
Colorado	152	146	172	159	71	700
Connecticut	19	51	93	148	78	389
Delaware	37	41	27	31	16	152
District of Columbia	0	3	1	0	0	4
Florida	317	286	259	196	41	1,099
Georgia	1,260	624	401	310	113	2,708
Hawaii	18	10	14	28	14	84
Idaho	108	102	102	84	35	431
Illinois	317	477	508	619	335	2,251
Indiana	406	491	447	412	181	1,939
Indian Territory	112	128	144	101	38	523
Iowa	172	284	363	421	330	1,570
Kansas	320	247	311	359	215	1,452
Kentucky	1,438	783	504	279	82	3,086
Louisiana	384	250	266	254	55	1,209
Maine	148	270	347	313	93	1,171
Maryland	223	312	322	206	53	1,115
Massachusetts	24	61	140	272	164	661
Michigan	264	462	500	477	208	1,911
Minnesota	352	337	340	327	168	1,524
Mississippi	890	454	343	215	83	1,985
Missouri	708	802	615	465	219	2,809
Montana	95	117	106	112	36	466
Nebraska	209	167	140	229	192	937
Nevada	53	46	38	33	9	179
New Hampshire	43	97	143	166	62	511
New Jersey	56	142	209	264	130	801
New Mexico	68	91	80	60	15	314
New York	379	681	821	993	410	3,284
North Carolina	1,623	668	410	254	96	3,057
North Dakota	200	140	108	119	61	628
Ohio	458	809	793	738	234	3,032
Oklahoma	144	171	173	95	45	628
Oregon	238	201	196	159	49	843
Pennsylvania	803	1,251	1,218	1,154	423	4,855
Porto Rico	2	15	16	29	9	71
Rhode Island	7	18	24	50	26	125
Samoa	0	0	0	1	0	1
South Carolina	683	310	200	155	50	1,398
South Dakota	205	123	108	112	79	627
Tennessee	1,476	657	391	251	67	2,842
Texas	675	798	763	528	203	2,967
Utah	60	74	91	78	30	333
Vermont	36	96	146	194	53	525
Virginia	1,130	1,171	760	425	96	3,582
Washington	211	175	175	184	58	803
West Virginia	724	541	363	278	74	1,980
Wisconsin	337	407	417	387	165	1,713
Wyoming	85	80	65	55	20	305
Total	20,006	17,071	15,398	13,778	5,616	71,868

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA.											
Alexander City.....	3	\$4,173.29	\$1,300.00	\$155.00	\$138.19	\$5.36	.....	\$1,598.55	\$2,574.74	36	
Anniston.....	3	18,054.00	2,500.00	2,998.64	425.00	342.43	.....	11,932.32	6,121.68	66	
Athens.....	3	2,949.29	1,300.00	186.63	151.96	5.64	\$5,666.26	1,647.23	1,302.05	57	Presidential, Oct. 1, 1900.
Attala.....	3	1,632.69	1,750.00	187.50	.....	8.68	.....	1,943.18	1,709.51	47	
Auburn.....	3	8,292.45	1,400.00	.....	107.25	9.68	.....	1,377.28	1,745.32	56	
Avondale.....	3	2,842.57	1,200.00	.....	86.00	21.28	.....	2,162.68	1,085.29	26	
Birmingham.....	3	8,187.82	3,300.00	16,243.00	266.50	46.08	19,188.82	40,302.73	82,464.14	33	In Government building.
Blocton.....	3	122,766.86	1,200.00	.....	186.00	12.24	.....	1,388.24	1,777.02	45	
Brewton.....	3	8,515.26	1,400.00	40.00	178.71	17.84	.....	1,633.99	1,647.33	47	
Cullman.....	3	5,509.47	1,400.00	320.00	135.34	37.27	.....	1,927.27	3,288.88	53	
Decatur.....	3	5,323.55	1,500.00	160.00	230.00	13.28	.....	1,883.26	3,440.27	35	
Demopolis.....	3	5,825.43	1,500.00	126.00	145.00	24.08	.....	2,249.91	4,098.08	44	
Dothan.....	3	5,085.43	1,500.00	500.00	225.83	37.76	.....	1,554.01	2,835.92	28	
Enley.....	3	5,622.04	1,300.00	.....	216.25	85.36	.....	2,389.62	4,286.11	35	
Enfala.....	3	6,625.73	1,300.00	233.26	271.00	7.92	.....	1,705.12	2,389.62	26	
Etowah.....	3	2,944.82	1,400.00	200.00	97.30	15.36	.....	2,109.36	1,310.92	58	
Evergreen.....	3	8,420.28	1,400.00	500.00	194.00	86.82	.....	2,694.82	7,472.13	62	
Florence.....	3	10,066.95	1,900.00	300.00	358.00	4.00	.....	1,562.00	7,472.13	26	
Fort Payne.....	3	1,893.84	1,100.00	300.00	158.00	4.00	.....	2,396.83	4,770.47	82	
Gadsden.....	3	3,156.80	1,800.00	200.00	353.69	32.64	.....	2,396.83	4,770.47	38	
Greensboro.....	3	3,702.05	1,500.00	.....	245.75	13.92	.....	1,759.07	1,942.88	46	
Greenville.....	3	4,176.91	1,500.00	800.00	247.85	28.69	.....	2,576.74	1,600.17	62	Do.
Huntsville.....	3	15,643.82	2,400.00	2,943.91	181.69	181.69	8,507.47	9,038.07	6,605.75	56	
Jacksonville.....	3	2,826.87	1,000.00	60.00	147.01	6.20	.....	1,212.21	1,114.66	52	
Jasper.....	3	8,203.22	1,200.00	150.00	158.15	7.68	.....	1,269.52	1,892.89	47	
Lafayette.....	3	2,147.27	1,100.00	60.00	100.00	9.52	.....	1,269.52	1,892.89	59	
Livingston.....	3	2,335.89	1,200.00	.....	130.49	5.12	.....	1,335.51	1,000.28	57	
Madison.....	3	3,980.02	1,500.00	76.00	182.00	11.92	.....	1,769.92	2,210.10	45	
Mobile.....	1	82,492.76	3,200.00	13,045.87	.....	.....	17,701.58	85,200.15	47,292.61	43	Do.
Montgomery.....	1	70,126.86	8,200.00	9,900.00	.....	.....	12,286.49	26,374.86	48,751.48	38	Do.
New Decatur.....	3	6,134.38	1,700.00	100.00	850.00	50.60	.....	2,200.60	8,413.78	39	
Opelika.....	3	8,377.29	1,900.00	864.84	805.00	48.08	.....	2,017.92	5,769.87	31	
Oxford.....	3	1,667.39	825.00	268.80	.....	6.52	.....	1,099.32	5,769.87	81	Presidential, Oct. 1, 1900.
Ozark.....	3	2,438.85	1,100.00	300.00	175.00	8.72	.....	1,563.72	865.13	65	
Pratt City.....	3	8,241.23	1,400.00	70.00	17.60	17.60	.....	1,107.60	1,533.63	58	
Prattville.....	3	2,337.91	1,100.00	49.77	156.65	6.48	.....	1,814.90	1,043.01	61	
Russellville.....	3	537.06	1,275.00	50.00	.....	1.12	.....	1,017.14	210.94	62	Presidential, Apr. 1, 1901.
Scottsboro.....	3	1,647.29	825.00	187.50	.....	4.64	.....	1,154.66	12,292.42	49	Presidential, Oct. 1, 1900.
Selma.....	2	23,878.61	2,600.00	3,298.90	1,203.90	196.23	4,324.16	11,546.19	2,124.88	42	
Sheffield.....	3	8,758.00	1,400.00	100.00	116.00	17.12	.....	1,683.12	2,124.88	43	

[illegible]

Deficit, \$208.79.

Presidential, Jan. 1, 1901.

Do.
Presidential, Jan. 1, 1901.

Do.

Presidential, Oct. 1, 1900.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ARKANSAS—Continued.											
CONWAY	3	\$3,936.10	\$1,500.00	\$300.00	\$172.00	\$4.48	.....	\$1,976.48	\$1,959.62	50	
Dardanelle	3	8,121.08	1,400.00	300.00	176.42	6.00	.....	1,881.42	1,239.61	60	
De Queen	3	1,588.93	600.00	80.00	.....	1.04	.....	661.04	1,927.89	42	Presidential, Jan. 1, 1901.
El Dorado	3	7,712.69	1,200.00	450.00	67.95	2.72	.....	1,820.67	892.02	67	
Eureka Springs	3	2,815.46	1,800.00	900.00	410.00	30.56	.....	3,140.56	4,674.90	40	
Fayetteville	3	9,604.86	2,100.00	1,998.64	550.00	18.96	.....	4,067.60	4,897.26	49	
Fordyce	3	3,870.16	1,400.00	107.25	107.25	3.76	.....	1,511.01	1,859.15	45	
Fort Smith	3	4,274.17	1,500.00	100.00	254.88	7.44	.....	1,862.82	2,411.85	44	
Fort Smith	3	33,456.32	2,800.00	6,498.90	.....	327.70	\$8,246.41	17,873.01	15,583.31	53	In Government building. Presidential, Jan. 1, 1901.
Hamburg	3	1,325.46	600.00	75.00	.....	1.12	.....	676.12	649.34	51	
Harmon	3	3,561.58	1,400.00	600.00	288.00	5.68	.....	2,293.68	1,267.90	64	
Helena	3	11,478.32	2,200.00	2,098.64	.....	34.58	.....	4,833.22	7,145.10	38	
Hope	3	4,578.64	1,500.00	400.00	220.15	9.68	.....	2,129.83	2,448.81	47	
Hot Springs	3	30,482.61	2,700.00	5,598.40	1,167.40	815.77	6,443.27	16,714.84	13,767.77	55	In Government building.
Huntington	3	1,028.92	500.00	40.00	.....	1.84	.....	541.84	487.08	53	Presidential Jan. 1, 1900.
Jonesboro	3	9,582.29	2,000.00	1,223.92	173.40	46.15	.....	3,443.47	6,088.82	36	
Little Rock	3	2,493.88	1,200.00	300.00	134.00	4.96	.....	1,638.96	854.92	66	
Junction	3	99,982.22	3,200.00	12,205.87	.....	1,040.18	15,715.68	82,161.73	57,820.49	36	In Government building.
Lonoke	3	2,696.41	1,200.00	169.92	149.55	4.64	.....	1,524.11	1,172.30	57	
Magnolia	3	2,751.73	1,200.00	250.00	88.90	5.90	.....	1,466.50	1,284.35	58	
Malvern	3	2,580.85	1,100.00	250.00	110.90	3.80	.....	1,492.74	1,172.30	57	
Mammoth Spring	3	2,218.49	1,100.00	250.00	164.00	3.84	.....	1,517.60	700.89	68	
Marionna	3	3,777.48	1,400.00	50.00	283.15	6.48	.....	1,739.63	2,037.85	46	
Mena	3	5,470.23	1,700.00	800.00	850.00	14.16	.....	2,364.16	3,106.07	43	
Monticello	3	3,468.02	1,400.00	250.00	192.00	3.76	.....	1,845.76	1,622.26	53	
Morrilton	3	8,491.31	1,400.00	200.00	20.84	6.64	.....	1,806.98	1,684.33	62	
Nashville	3	2,496.22	1,100.00	400.00	75.90	4.64	.....	1,560.54	918.68	63	
Newport	3	7,343.79	1,900.00	1,000.00	380.00	21.12	.....	3,301.12	4,042.67	45	Presidential Oct. 1, 1900.
Oceola	3	1,856.35	750.00	.....	.....	2.24	.....	752.24	1,103.11	41	
Paragould	3	6,583.91	1,700.00	250.00	323.68	14.24	.....	2,287.92	8,245.99	41	
Pinebluff	3	24,213.51	2,600.00	3,625.29	980.00	261.77	6,283.05	13,740.11	10,473.40	57	
Prescott	3	3,894.88	1,400.00	250.00	199.00	8.49	.....	1,867.49	2,037.39	48	
Rogers	3	4,907.54	1,600.00	230.00	250.00	8.24	.....	2,068.24	2,819.30	43	
Russellville	3	8,364.70	1,400.00	300.00	114.14	4.48	.....	1,818.62	1,546.08	54	
Searcy	3	4,424.35	1,600.00	300.00	261.50	11.68	.....	2,173.18	2,251.17	49	
Siloam Springs	3	8,725.87	2,000.00	200.00	243.87	6.48	.....	1,850.05	1,879.82	50	
Springdale	3	2,983.18	1,300.00	250.00	163.00	4.88	.....	1,717.88	1,216.30	59	
Stuttgart	3	3,463.76	1,300.00	212.50	130.00	6.32	.....	1,648.62	1,814.93	48	
Texasarkana	2	27,017.77	2,600.00	5,800.00	.....	128.40	6,608.79	13,680.19	13,337.68	51	In Government building.
Vanburen	3	5,481.23	1,700.00	.....	300.00	15.30	.....	2,866.30	3,116.08	43	

AUDITOR—PRESIDENTIAL POST-OFFICES.

St. Helena	5,970.99	1,700.00	40.00	298.00	11.84	2,049.84	8,971.15	24
Salinas	8,588.87	1,000.00	1,682.82	480.00	39.06	4,486.99	4,486.99	48
San Bernardino	12,740.47	2,900.00	2,715.20	480.00	371.91	8,391.24	3,879.29	75
San Diego	30,574.93	2,900.00	6,978.95	1.00	8,973.13	21,812.26	17,782.67	43
San Francisco	1,076,687.87	6,000.00	240,568.90	21,968.01	15,988.40	582,087.25	543,470.62	58
Sanger	1,101.56	500.00	30.00	30.00	1.44	531.44	543,470.62	48
San Jacinto	2,737.93	900.00	45.00	.....	1.68	946.68	1,701.25	33
San Jose	67,219.94	8,100.00	11,486.20	.....	994.41	83,962.00	23,287.94	59
San Leandro	7,869.62	1,500.00	.....	192.00	10.64	1,692.64	2,424.98	34
San Luis Obispo	4,719.50	1,500.00	210.00	410.00	15.20	2,138.20	4,884.42	33
San Mateo	2,870.24	1,500.00	202.00	202.00	24.00	1,876.00	2,843.60	40
San Pedro	10,294.40	2,000.00	60.00	164.00	8.72	1,876.00	1,997.62	53
San Rafael	11,535.26	2,000.00	382.25	882.25	77.63	8,629.88	8,644.62	33
Santa Ana	19,415.17	2,500.00	1,002.00	1,182.60	146.46	11,907.51	9,925.70	66
Santa Barbara	5,442.12	1,700.00	2,182.60	580.00	315.03	3,079.50	7,508.66	37
Santa Clara	15,456.09	2,400.00	8,242.68	900.00	23.62	2,033.52	8,018.19	68
Santa Cruz	8,285.64	1,400.00	2,631.78	639.94	166.56	10,467.90	3,372.92	41
Santa Maria	5,696.82	1,400.00	40.00	201.60	3.96	2,822.40	2,985.96	33
Santa Monica	4,807.48	1,600.00	300.00	294.00	24.40	1,821.62	4,565.37	69
Santa Paula	14,917.13	2,400.00	.....	214.00	7.62	10,351.76	2,014.31	43
Santa Rosa	8,628.95	1,800.00	2,748.44	582.00	18.64	1,514.64	2,014.31	43
Sebastopol	4,562.69	250.00	.....	136.00	1.63	1,251.63	3,172.62	34
Selma	8,860.69	1,500.00	218.00	218.00	15.88	1,723.88	2,828.91	38
Sisson	8,285.07	1,400.00	120.00	118.00	8.62	1,641.62	1,439.17	53
Soldiers' Home	2,005.76	1,000.00	.....	.....	6.32	1,306.32	1,928.76	40
Sonoma	6,518.25	1,800.00	175.00	.....	2.96	1,277.96	7,777.80	64
Sonoma	4,798.19	1,500.00	210.00	284.00	12.64	2,256.64	8,261.61	41
Stanford University	36,301.19	2,900.00	227.28	227.28	25.76	1,753.04	8,045.15	37
Stockton	8,284.12	1,800.00	6,898.91	1,800.00	321.00	20,967.36	15,843.88	58
Sutro City	2,371.76	1,000.00	6,876.22	1,800.00	4.56	1,898.78	1,829.34	59
Susana	2,865.91	1,200.00	150.00	144.00	4.40	1,394.40	1,977.36	59
Sutter Creek	2,158.88	1,500.00	24.98	186.00	4.24	1,400.24	1,466.67	49
Taylor	6,135.45	1,600.00	100.00	225.00	2.48	1,527.46	6,288.47	46
Truckee	6,209.40	1,600.00	100.00	225.00	5.04	1,890.04	4,206.41	31
Tulare	6,598.73	1,700.00	300.00	300.00	6.56	1,966.56	8,242.64	38
Utah	6,002.81	1,700.00	300.00	300.00	10.96	2,320.96	8,267.05	42
Vacaville	13,398.92	2,400.00	2,665.39	750.00	6.76	1,955.76	4,087.76	33
Valejo	7,558.52	1,800.00	362.26	13.44	8,080.24	8,998.67	4,415.35	67
Ventura	10,142.26	2,200.00	1,976.00	100.00	97.94	2,925.69	6,227.88	81
Visalia	2,956.99	2,200.00	1,976.00	100.00	13.44	4,088.94	6,048.31	37
Washtenaw	2,956.99	2,200.00	2,155.45	380.00	127.29	6,500.67	6,165.66	52
Wasserville	4,942.90	1,400.00	200.00	146.00	48	1,590.00	2,452.90	39
Whittier	8,174.43	1,800.00	150.00	222.90	10.00	1,590.00	1,397.53	56
Willow	8,663.97	1,900.00	180.00	180.00	9.48	1,580.48	1,397.53	56

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CALIFORNIA—cont'd.											
Los Angeles	1	\$290,736.15	\$3,610.00	\$44,943.96	\$3,085.90	\$2,993.81	\$73,062.58	\$127,661.26	\$153,074.90	45	In Government building.
Los Gatos	3	6,298.88	1,700.00	45.00	60.00	18.96	.....	1,823.96	4,474.92	29	
Madera	3	6,815.73	1,600.00	200.00	246.00	8.32	.....	2,144.32	3,671.41	37	
Mariposa	3	4,205.68	1,400.00	200.00	232.00	9.52	.....	1,641.52	2,565.16	44	
Marysville	2	10,702.89	2,300.00	2,297.83	500.00	35.65	2,510.13	7,643.61	3,059.28	71	
Menlo Park	3	2,070.74	1,000.00	.....	168.00	8.56	.....	1,176.56	894.18	57	
Merced	3	6,528.25	1,700.00	200.00	69.00	14.88	.....	1,973.88	4,554.37	30	
Modesto	3	6,028.45	1,700.00	.....	24.00	13.36	.....	1,737.36	4,390.09	29	
Monrovia	3	6,017.42	1,000.00	.....	164.00	8.00	.....	1,172.00	4,444.72	45	
Monterey	3	4,912.97	1,600.00	.....	290.20	15.68	.....	1,839.17	2,973.80	89	
Mountain View	3	2,325.78	1,000.00	33.29	111.60	2.32	.....	1,113.92	1,211.86	48	
Napa	2	11,384.73	2,200.00	2,247.83	390.00	163.84	1,828.79	6,829.96	4,554.77	60	
Needles	3	2,861.96	1,200.00	.....	173.00	5.20	.....	1,378.20	1,483.76	48	
Nevada City	2	8,680.18	2,000.00	1,620.60	640.00	19.53	.....	4,180.13	4,500.05	48	
Newcastle	3	3,509.06	1,400.00	40.00	223.00	2.24	.....	1,665.24	1,843.81	47	
Newman	3	2,556.49	1,100.00	.....	151.30	1.36	.....	1,252.66	1,303.83	49	
North Ontario	3	1,412.83	500.00	.....	151.30	1.36	.....	501.36	910.97	36	Presidential, Jan. 1, 1901.
Oakdale	3	3,041.25	1,300.00	250.00	192.00	7.20	.....	1,749.20	1,292.05	58	
Oakland	3	122,452.65	8,300.00	21,801.63	3,684.30	2,039.48	87,853.79	68,679.20	53,773.45	56	
Ontario	1	4,498.74	1,000.00	112.36	296.00	10.06	.....	2,018.44	2,480.30	45	
Orange	3	8,287.87	1,400.00	.....	215.55	6.84	.....	1,621.39	1,616.48	50	
Oroville	3	7,016.08	1,700.00	650.00	236.00	13.60	.....	2,599.60	4,416.48	37	
Oxnard	3	8,831.56	1,400.00	.....	12.00	6.56	.....	1,418.56	2,412.99	37	
Pacific Grove	3	6,584.66	1,700.00	300.00	288.35	16.24	.....	2,254.59	4,329.07	41	
Palo Alto	3	6,475.43	1,700.00	300.00	196.00	30.48	.....	1,955.48	4,519.95	30	
Pasadena	3	30,678.48	2,700.00	4,801.09	150.75	426.37	8,131.37	16,209.58	14,468.02	53	
Paso Robles	2	3,707.38	1,500.00	50.00	304.00	5.36	.....	1,869.36	1,848.02	50	
Perris	3	1,561.76	1,000.00	60.00	132.30	1.52	.....	1,193.82	357.94	77	
Petaluma	2	11,019.28	2,100.00	1,532.60	480.00	28.79	.....	4,141.39	6,877.89	38	
Placerville	3	5,151.94	1,700.00	533.42	331.00	8.16	.....	2,672.58	2,579.36	50	
Pleasanton	3	2,710.33	1,100.00	2,167.38	160.00	5.04	.....	1,265.04	1,445.29	47	
Pomona	3	11,348.97	2,200.00	200.00	720.00	44.10	2,971.40	2,039.12	8,213.42	39	
Porterville	2	5,262.54	1,600.00	.....	234.00	6.12	.....	1,797.12	3,006.70	37	
Presidio	3	4,803.82	1,700.00	.....	223.00	97.12	.....	1,823.96	860.78	61	
Red Bluff	3	2,184.74	1,100.00	1,416.30	420.00	96	.....	8,854.70	4,925.05	44	
Redding	2	8,779.75	2,000.00	1,616.30	420.00	18.40	.....	4,066.22	6,512.53	42	
Redlands	2	9,568.75	2,000.00	8,180.50	504.00	19.92	.....	10,218.20	7,145.61	51	
Redwood City	3	17,363.71	2,400.00	1,600.00	276.00	379.51	8,754.19	1,949.00	2,292.23	46	
Riverdale	3	4,241.23	1,500.00	.....	276.00	14.00	.....	260.80	219.76	53	Presidential, Apr. 1, 1901.
Riverdale	2	8,470.56	250.00	8,781.50	126.30	80	4,880.85	11,686.67	8,966.28	56	In Government building.
Sacramento	2	20,602.96	2,000.00	14,421.62	126.30	348.02	16,442.92	87,226.71	46,716.81	44	
Sacramento	1	88,942.52	3,200.00	.....	.....	1,161.17	.....	.....	.....	.....

	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.	1938.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.	1949.	1950.	1951.	1952.	1953.	1954.	1955.	1956.	1957.	1958.	1959.	1960.	1961.	1962.	1963.	1964.	1965.	1966.	1967.	1968.	1969.	1970.	1971.	1972.	1973.	1974.	1975.	1976.	1977.	1978.	1979.	1980.	1981.	1982.	1983.	1984.	1985.	1986.	1987.	1988.	1989.	1990.	1991.	1992.	1993.	1994.	1995.	1996.	1997.	1998.	1999.	2000.	2001.	2002.	2003.	2004.	2005.	2006.	2007.	2008.	2009.	2010.	2011.	2012.	2013.	2014.	2015.	2016.	2017.	2018.	2019.	2020.	2021.	2022.	2023.	2024.	2025.	2026.	2027.	2028.	2029.	2030.	2031.	2032.	2033.	2034.	2035.	2036.	2037.	2038.	2039.	2040.	2041.	2042.	2043.	2044.	2045.	2046.	2047.	2048.	2049.	2050.	2051.	2052.	2053.	2054.	2055.	2056.	2057.	2058.	2059.	2060.	2061.	2062.	2063.	2064.	2065.	2066.	2067.	2068.	2069.	2070.	2071.	2072.	2073.	2074.	2075.	2076.	2077.	2078.	2079.	2080.	2081.	2082.	2083.	2084.	2085.	2086.	2087.	2088.	2089.	2090.	2091.	2092.	2093.	2094.	2095.	2096.	2097.	2098.	2099.	2100.	2101.	2102.	2103.	2104.	2105.	2106.	2107.	2108.	2109.	2110.	2111.	2112.	2113.	2114.	2115.	2116.	2117.	2118.	2119.	2120.	2121.	2122.	2123.	2124.	2125.	2126.	2127.	2128.	2129.	2130.	2131.	2132.	2133.	2134.	2135.	2136.	2137.	2138.	2139.	2140.	2141.	2142.	2143.	2144.	2145.	2146.	2147.	2148.	2149.	2150.	2151.	2152.	2153.	2154.	2155.	2156.	2157.	2158.	2159.	2160.	2161.	2162.	2163.	2164.	2165.	2166.	2167.	2168.	2169.	2170.	2171.	2172.	2173.	2174.	2175.	2176.	2177.	2178.	2179.	2180.	2181.	2182.	2183.	2184.	2185.	2186.	2187.	2188.	2189.	2190.	2191.	2192.	2193.	2194.	2195.	2196.	2197.	2198.	2199.	2200.	2201.	2202.	2203.	2204.	2205.	2206.	2207.	2208.	2209.	2210.	2211.	2212.	2213.	2214.	2215.	2216.	2217.	2218.	2219.	2220.	2221.	2222.	2223.	2224.	2225.	2226.	2227.	2228.	2229.	2230.	2231.	2232.	2233.	2234.	2235.	2236.	2237.	2238.	2239.	2240.	2241.	2242.	2243.	2244.	2245.	2246.	2247.	2248.	2249.	2250.	2251.	2252.	2253.	2254.	2255.	2256.	2257.	2258.	2259.	2260.	2261.	2262.	2263.	2264.	2265.	2266.	2267.	2268.	2269.	2270.	2271.	2272.	2273.	2274.	2275.	2276.	2277.	2278.	2279.	2280.	2281.	2282.	2283.	2284.	2285.	2286.	2287.	2288.	2289.	2290.	2291.	2292.	2293.	2294.	2295.	2296.	2297.	2298.	2299.	2300.	2301.	2302.	2303.	2304.	2305.	2306.	2307.	2308.	2309.	2310.	2311.	2312.	2313.	2314.	2315.	2316.	2317.	2318.	2319.	2320.	2321.	2322.	2323.	2324.	2325.	2326.	2327.	2328.	2329.	2330.	2331.	2332.	2333.	2334.	2335.	2336.	2337.	2338.	2339.	2340.	2341.	2342.	2343.	2344.	2345.	2346.	2347.	2348.	2349.	2350.	2351.	2352.	2353.	2
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
COLORADO.											
Alamosa.....	3	\$3,820.85	\$1,500.00	\$150.00	\$284.00	.....	.....	\$1,984.00	\$1,886.35	51	
Amelby.....	3	2,981.81	1,500.00	80.00	858.00	38.76	.....	1,941.76	1,050.05	65	
Arden.....	3	9,788.82	2,200.00	2,632.60	540.00	26.61	.....	5,398.21	4,400.11	55	
Blackhawk.....	3	2,554.17	1,200.00	50.00	300.00	3.84	.....	1,453.84	1,100.33	57	
Boulder.....	3	18,789.47	2,500.00	2,948.08	900.00	461.77	\$8,999.61	10,800.46	7,939.01	58	
Breckenridge.....	3	8,642.89	1,400.00	.....	.....	5.44	.....	1,405.44	2,237.45	38	
Buenavista.....	3	8,680.53	1,500.00	100.00	172.00	4.96	.....	1,776.96	1,853.62	49	
Canon City.....	3	13,865.77	2,300.00	2,157.78	588.00	42.72	2,716.17	7,803.67	5,552.10	58	
Central City.....	3	6,004.62	1,800.00	300.00	842.00	12.00	.....	2,454.00	3,550.62	41	
Colorado City.....	3	5,621.40	1,500.00	800.00	381.00	18.72	.....	2,199.72	3,421.68	39	
Colorado Springs.....	1	91,990.65	8,800.00	15,897.86	2,800.00	969.10	14,802.39	37,789.35	54,221.30	41	Presidential, Apr. 1, 1901.
Crested Butte.....	3	4,467.45	250.00	12.50	.....	32	.....	14,758.31	16,688.45	47	
Cripple Creek.....	3	81,446.76	2,700.00	5,962.78	897.00	450.52	6,248.08	1,667.65	1,847.96	55	
Del Norte.....	3	8,005.64	1,400.00	80.00	172.00	5.68	.....	1,951.99	2,441.56	44	
Delta.....	3	4,893.49	1,500.00	320.00	127.75	4.18	.....	174,515.99	304,509.22	35	In Government building.
Denver.....	3	479,025.21	8,900.00	73,522.68	380.00	5,152.61	91,560.72	7,147.16	4,849.22	86	Presidential, Jan. 1, 1901.
Durango.....	1	11,996.88	2,200.00	2,562.88	720.00	26.08	1,618.75	7,500.64	7,486.12	42	
Eaton.....	3	1,177.80	500.00	.....	.....	64	.....	2,589.02	4,472.00	25	
Florence.....	3	9,975.14	1,900.00	500.00	117.50	21.52	.....	6,128.26	1,418.78	58	
Fort Collins.....	3	10,586.26	2,200.00	2,812.88	500.00	126.62	988.71	1,377.00	1,569.48	49	
Fort Morgan.....	3	2,794.38	1,100.00	80.00	194.00	8.60	.....	1,767.28	1,515.07	73	
Georgetown.....	3	3,826.76	1,800.00	200.00	250.00	7.28	.....	1,452.56	3,658.05	37	
Gillett.....	3	1,967.63	1,100.00	.....	350.00	2.56	.....	2,081.62	3,522.19	37	
Glenwood Springs.....	3	5,761.57	1,700.00	296.44	296.44	18.08	.....	2,081.62	4,587.70	27	
Golden.....	3	5,563.81	1,700.00	.....	314.50	6.32	.....	1,680.32	6,858.81	41	
Goldfield.....	3	11,628.96	1,500.00	.....	174.00	6.82	.....	4,678.15	6,925.51	55	
Grand Junction.....	3	13,201.98	2,100.00	2,249.45	298.00	25.70	1,816.06	7,276.47	2,486.68	42	
Greenlee.....	3	4,198.08	2,800.00	2,443.92	600.00	111.50	.....	1,762.40	5,715.19	26	
Gunnison.....	3	7,708.51	1,500.00	106.00	144.00	8.40	.....	1,988.82	5,961.83	54	
Idaho Springs.....	3	2,109.49	1,800.00	60.00	172.00	16.32	.....	1,148.16	4,501.08	41	
Independence.....	3	7,645.47	1,800.00	1,140.00	381.00	4.16	.....	3,144.44	1,477.69	52	
La Junta.....	3	8,090.41	1,800.00	1,000.00	170.00	2.72	.....	1,612.72	2,904.65	38	
Lamar.....	3	4,713.54	1,500.00	150.00	154.25	4.64	.....	1,805.89	1,798.56	48	
Las Animas.....	3	8,165.45	1,200.00	20.00	142.25	4.64	.....	1,864.99	17,811.15	42	
Leadville.....	3	30,945.01	2,700.00	6,000.02	900.00	375.44	3,098.40	18,133.86	6,152.07	36	
Longmont.....	3	8,617.87	2,000.00	1,000.00	440.00	26.30	.....	3,465.80	1,906.40	57	
Loveland.....	3	5,044.89	1,500.00	50.00	250.00	6.40	.....	1,005.08	2,384.04	57	
Manitou.....	3	5,419.12	1,700.00	1,000.00	305.00	30.08	.....	3,065.08	2,884.04	54	
Meeker.....	3	1,071.17	500.00	75.00	.....	72	.....	1,902.90	2,801.28	40	
Montevista.....	3	4,704.18	1,600.00	2.50	294.00	6.40	.....	1,902.90	2,801.28	40	Presidential, Jan. 1, 1901.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CONNECTICUT—cont'd.											
Moodus.....	2	\$11,248.87	\$2,500.00	\$2,300.00	\$85.40	\$238.61	.....	\$5,119.01	\$6,124.86	46	
Moosup.....	3	2,282.97	1,700.00	.....	97.88	12.40	.....	1,210.26	1,072.69	58	
Mytic.....	3	6,462.08	1,700.00	100.00	264.38	41.92	.....	2,106.81	3,455.27	38	
Naugruct.....	2	11,015.88	2,800.00	2,285.33	800.00	62.12	\$2,522.08	7,919.53	3,096.45	72	
New Britain.....	2	47,917.06	3,000.00	6,596.92	1,200.00	684.77	10,616.74	21,947.43	25,969.63	46	
New Canaan.....	3	4,715.14	1,500.00	.....	440.00	38.12	.....	1,988.12	2,722.02	42	
New Hartford.....	3	3,383.99	1,400.00	140.00	210.00	10.06	.....	1,780.08	1,603.91	52	
New Haven.....	1	287,971.44	3,700.00	44,837.88	1,085.23	3,167.34	57,743.53	109,973.98	177,997.46	38	In Government building.
New London.....	2	41,538.95	2,900.00	5,894.57	.....	625.66	7,986.27	17,278.50	24,260.45	52	Do.
New Milford.....	2	9,044.76	2,100.00	1,415.38	384.75	87.33	.....	3,917.46	5,127.30	43	
Niantic.....	3	2,333.54	1,200.00	160.00	188.64	15.92	.....	1,564.56	6,127.80	67	
Northford.....	3	8,522.49	1,500.00	.....	125.00	16.16	.....	1,714.16	1,768.98	49	
North Haven.....	3	1,865.06	1,000.00	.....	125.00	.....	.....	1,125.00	1,740.06	60	
North Walk.....	2	4,064.67	1,500.00	125.00	165.00	6.76	.....	1,786.76	2,283.91	44	
Norwich.....	3	12,352.77	2,800.00	2,129.98	550.00	128.68	\$3,602.91	8,611.62	3,741.25	70	
Plainville.....	1	41,558.13	3,000.00	6,497.80	3,813.12	941.42	11,074.83	25,882.17	16,226.96	61	
Painville.....	3	3,476.46	1,400.00	.....	197.00	21.04	.....	1,618.04	1,866.42	47	
Pantsville.....	3	2,284.57	1,100.00	.....	190.00	9.52	.....	1,299.52	1,006.05	57	
Pontland.....	3	3,160.29	1,400.00	40.00	380.00	18.24	.....	1,768.24	1,402.05	56	
Putnam.....	2	10,979.60	2,200.00	1,600.00	386.50	54.80	.....	4,214.80	6,764.80	38	
Ridgefield.....	2	10,410.19	2,200.00	2,100.00	600.00	28.24	.....	1,924.74	2,828.75	73	
Rockville.....	3	4,078.78	1,600.00	.....	296.50	53.57	.....	7,581.44	1,276.90	52	
Saugatuck.....	2	2,664.21	1,300.00	.....	74.75	12.56	2,627.87	1,387.81	2,828.69	31	
Seymour.....	3	5,614.57	1,700.00	50.00	368.00	22.88	.....	2,180.88	3,433.69	38	
Shelton.....	3	7,335.11	1,900.00	.....	460.00	35.44	.....	2,296.44	5,038.67	35	
Southington.....	3	6,719.75	1,700.00	.....	274.00	23.20	.....	1,997.20	8,722.55	27	
South Manchester.....	3	8,145.46	1,900.00	.....	388.00	47.60	.....	2,206.60	5,938.86	31	
South Norwalk.....	2	22,761.79	2,500.00	2,288.47	720.00	264.97	5,211.90	10,986.34	11,816.45	48	
Southport.....	3	3,097.83	1,400.00	160.00	250.00	18.96	.....	1,828.96	1,268.87	59	
Stafford Springs.....	2	4,802.40	2,800.00	5,665.51	192.00	21.20	.....	2,013.20	2,789.20	42	
Stamford.....	3	85,099.97	1,600.00	300.00	1,900.00	807.76	9,305.42	20,478.69	14,621.28	58	
Stonington.....	3	4,548.49	1,400.00	.....	1,187.00	29.52	.....	1,116.52	2,431.97	47	
Stratford.....	3	3,079.50	1,400.00	100.00	206.00	34.00	.....	1,742.00	1,337.50	57	
Sufield.....	3	2,949.07	1,300.00	.....	150.00	10.48	.....	1,460.48	1,489.59	50	
Terryville.....	3	3,443.16	1,400.00	.....	164.00	5.52	.....	1,569.52	1,878.64	46	
Thompsonville.....	3	4,869.56	1,600.00	200.00	806.00	21.80	.....	2,127.60	2,851.96	43	
Thompsonville.....	3	4,765.85	1,600.00	.....	283.00	30.88	.....	1,913.88	2,851.97	40	
Torrington.....	2	21,810.69	2,400.00	8,100.00	1.00	259.94	5,116.11	11,077.05	10,233.64	52	
Unionville.....	3	3,639.75	1,400.00	.....	280.00	13.68	.....	1,643.68	2,006.07	46	
Wallington.....	2	12,623.78	2,300.00	1,898.38	600.00	73.12	3,310.64	8,182.09	4,441.69	65	
Waterbury.....	1	77,286.67	3,200.00	13,785.87	2,486.67	964.55	16,822.28	37,251.87	40,047.80	48	

Watertown	2,908.45	1,400.00	70.00	124.00	11.35	.....	1,005.86	1,298.09	55
Waterville	3,027.88	1,800.00	.....	186.07	7.84	.....	1,493.91	1,583.97	27
Wauport	6,194.89	2,500.00	.....	850.00	20.96	.....	1,685.02	4,509.87	46
Williamantic	23,637.10	1,400.00	2,948.91	850.00	828.78	4,983.25	11,610.96	13,651.15	24
Windsor	3,637.17	1,400.00	58.88	178.00	22.64	.....	1,659.97	1,977.20	46
Windsor Locks	18,872.59	1,900.00	.....	200.00	23.20	.....	12,523.20	6,749.79	24
Winsted	18,886.31	2,400.00	4,400.00	1,452.95	823.65	3,635.13	12,422.73	3,642.75	77
Total	1,544,104.29	153,550.00	206,942.48	38,154.83	21,280.07	265,800.92	685,678.30	858,425.99	44
DELAWARE.									
Clayton	1,862.81	600.00	.....	.....	5.75	.....	605.75	1,257.05	33
Dover	8,146.59	1,500.00	.....	138.72	11.40	.....	1,710.32	1,438.27	34
Georgetown	10,283.65	2,000.00	1,798.19	.....	51.35	.....	3,850.55	6,418.10	58
Harrington	8,067.86	1,400.00	400.00	160.00	12.72	.....	1,972.72	1,935.14	64
Laurel	2,840.17	1,100.00	150.00	149.87	7.04	.....	1,405.80	1,324.50	60
Lewes	8,319.45	1,400.00	150.00	184.00	7.04	.....	1,731.04	1,518.41	62
Middletown	8,626.33	1,600.00	400.00	194.00	12.00	.....	1,518.33	1,518.33	58
Milford	4,693.13	1,600.00	250.00	254.00	13.98	.....	2,122.98	2,370.17	45
Newark	5,154.37	1,600.00	80.00	254.00	20.88	.....	1,954.88	3,197.49	38
Newcastle	6,285.66	1,700.00	250.00	800.00	20.40	.....	2,865.26	2,865.26	43
Seaford	2,527.25	1,000.00	.....	83.00	12.88	.....	1,195.88	1,831.87	47
Seaside	4,694.95	1,400.00	200.00	202.00	10.40	.....	1,912.40	2,782.55	41
Smymna	4,317.42	1,800.00	10.00	200.00	19.04	.....	1,823.04	2,498.88	42
Wilmington	102,485.20	3,300.00	13,021.47	.....	1,300.05	84,802.32	51,923.84	50,161.85	51
Total	156,864.84	21,900.00	15,770.65	2,103.59	1,509.09	84,802.32	75,585.65	79,779.13	49
DISTRICT OF COLUMBIA.									
Pathfinder	1,353.70	825.00	.....	.....	3.92	.....	825.92	534.73	51
Washington	789,778.15	6,000.00	407,228.38	9,130.62	24,026.00	227,189.39	673,574.39	65,203.75	91
Total	741,141.85	6,825.00	407,228.38	9,130.62	24,029.92	227,189.39	674,403.31	65,738.54	91
FLORIDA.									
Apalachicola	3,499.33	1,400.00	40.00	210.00	8.56	.....	1,658.56	1,810.77	48
Aradac	3,078.10	1,000.00	28.97	182.00	4.56	.....	1,265.58	1,812.57	41
Barlow	5,042.11	1,600.00	520.00	18.82	18.82	.....	2,448.82	2,568.29	49
Daytona	5,581.57	1,700.00	.....	271.05	28.72	.....	1,999.77	3,581.80	35
De Funiak Springs	1,523.96	600.00	75.00	.....	2.40	.....	677.40	945.56	44
Deland	6,545.31	1,800.00	.....	306.00	17.29	.....	2,123.28	4,422.03	82
Fernandina	6,265.55	1,800.00	165.00	255.99	33.04	.....	4,011.52	6,802.80	36
Gainesville	9,439.52	1,800.00	500.00	290.00	46.72	.....	2,684.72	6,802.80	28

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
FLORIDA—continued.											
Leesburg.....	3	\$3,135.19	\$1,300.00	\$120.00	\$194.55	\$6.56	.....	\$1,621.11	\$1,514.08	52	Presidential, Jan. 1, 1901.
Livestock.....	3	3,761.40	1,400.00	200.00	60.00	21.36	.....	1,681.36	2,080.04	45	
Madison.....	3	2,982.91	1,300.00	191.56	185.98	10.16	.....	1,637.72	1,345.19	56	
Marianna.....	3	2,912.26	1,200.00	150.00	132.26	6.77	.....	1,488.02	1,424.24	51	
Miami.....	3	6,024.40	1,700.00	300.00	325.00	34.40	.....	2,356.40	3,668.00	39	
Monticello.....	3	8,626.11	1,500.00	50.00	129.76	9.62	.....	1,689.27	2,186.84	44	
Myers.....	3	1,298.47	500.00	60.00	.....	3.36	.....	563.36	745.11	43	
Ocala.....	2	10,289.20	2,100.00	2,432.00	250.00	107.83	.....	4,893.83	5,395.37	46	
Orlando.....	2	8,464.20	2,000.00	1,365.49	460.00	44.14	.....	3,869.63	4,594.57	45	
Palm Bay.....	2	8,288.19	2,000.00	1,000.00	66.00	41.56	.....	3,104.55	5,183.64	37	
Pensacola.....	2	27,632.83	2,700.00	4,367.77	.....	386.01	\$4,330.02	11,883.80	15,748.53	43	
Punta Gorda.....	3	2,432.29	1,100.00	420.00	144.00	6.04	.....	1,669.04	763.25	69	
Quincy.....	3	3,473.28	1,500.00	180.00	173.00	11.20	.....	1,864.20	1,609.08	54	
St. Augustine.....	2	16,272.67	2,400.00	4,186.69	.....	242.06	2,862.46	9,681.20	6,591.67	59	Do.
St. Petersburg.....	3	4,461.97	1,400.00	100.00	194.96	15.46	.....	1,710.41	2,741.56	38	
Sanford.....	3	4,696.60	1,600.00	400.00	467.00	20.16	.....	2,477.16	2,219.44	50	
Seabreeze.....	3	2,840.64	1,100.00	.....	67.96	6.64	.....	1,174.69	1,665.95	50	
Starke.....	3	2,505.46	1,100.00	60.00	130.00	4.16	.....	1,264.86	1,240.60	51	
Tallahassee.....	2	10,337.69	2,000.00	1,968.54	.....	44.16	.....	3,642.70	6,694.99	35	Do.
Tampa.....	2	26,086.39	2,800.00	6,983.15	1,201.00	730.32	6,737.25	18,450.72	16,644.67	53	
Titusville.....	3	2,990.13	1,800.00	40.00	271.02	18.04	.....	1,624.06	1,366.07	54	
West Palm Beach.....	3	4,731.86	1,400.00	200.00	174.00	20.32	.....	1,794.32	2,937.53	38	
Total.....		\$22,970.00	56,000.00	47,863.01	7,081.38	3,664.45	31,467.22	148,126.01	180,843.99	45	
GEORGIA.											
Albany.....	2	10,634.93	2,100.00	3,315.02	550.00	60.90	2,241.79	8,767.11	1,867.82	82	
Americus.....	2	11,851.94	2,200.00	2,041.36	834.03	136.15	3,512.42	8,723.96	3,127.98	74	
Athens.....	2	15,947.51	2,500.00	2,815.44	600.00	122.70	4,214.28	10,252.42	8,695.09	64	
Atlanta.....	1	357,233.04	3,700.00	64,847.86	.....	3,180.06	67,020.28	118,446.17	238,786.87	83	In Government building.
Augusta.....	3	63,654.86	3,200.00	10,946.94	.....	91.32	17,670.96	52,681.12	31,053.76	51	Do.
Bainbridge.....	3	6,660.02	1,600.00	114.10	243.00	31.92	.....	1,869.92	8,571.00	86	
Barnesville.....	3	6,220.79	1,600.00	180.00	180.00	32.32	.....	1,822.12	5,238.67	88	
Brunswick.....	2	16,222.06	2,400.00	2,216.30	822.88	314.46	3,766.83	5,624.12	9,597.94	63	
Buford.....	2	3,796.13	1,400.00	60.00	228.00	12.94	.....	1,264.86	1,941.27	84	
Carrollton.....	3	3,797.23	1,700.00	400.00	323.00	37.98	.....	2,680.80	1,716.43	64	
Cedarville.....	3	4,439.04	1,500.00	200.00	375.00	29.72	.....	1,434.76	2,404.28	47	
Columbus.....	2	34,463.00	2,800.00	4,700.03	417.04	91.17	8,538.10	15,557.56	17,905.44	46	Do.
Cordale.....	3	7,917.20	1,800.00	1,120.00	290.00	28.56	2,286.56	5,630.64	28	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
HAWAII—continued.											
Lihou	3	\$1,524.76	\$750.00	\$135.00	\$25.00	\$910.00	\$614.76	60	Presidential, Oct. 1, 1901.
Waialuku	3	862.17	500.00	60.00	\$0.82	560.82	301.86	65	Presidential, Jan. 1, 1901.
Total		75,966.85	8,300.00	29,008.64	515.00	6,771.07	\$600.00	44,194.71	31,772.14	58	
IDAHO.											
Blackfoot	3	3,738.30	1,500.00	250.00	292.00	7.68	2,049.68	1,688.71	55	Presidential, Apr. 1, 1901.
Boise	2	28,474.24	2,500.00	3,768.21	705.00	159.12	3,222.84	10,372.74	18,101.50	44	
Caldwell	3	4,362.60	1,500.00	400.00	277.00	8.32	.....	2,500.02	2,862.58	50
Coeur d'Alene	3	4,457.29	1,500.00	.....	.....	.....	.....	1,200.40	2,716.89	54
Genesee	3	2,089.41	1,100.00	137.00	1,297.55	801.86	61	Presidential, Apr. 1, 1901.
Grangeville	3	3,656.38	1,500.00	850.00	160.00	2.00	.....	2,077.00	1,579.38	56
Hailey	3	3,427.95	1,500.00	100.00	228.00	.....	.....	2,625.00	802.95	48
Idaho Falls	3	5,610.41	1,700.00	600.00	268.50	4.15	.....	2,542.65	3,067.76	45
Lewiston	2	10,124.81	2,100.00	1,875.00	460.00	26.45	2,460.48	7,664.33	46	Presidential, Jan. 1, 1901.
Montpelier	3	3,398.30	2,400.00	500.00	158.75	2.95	.....	2,067.71	1,330.59	61
Moscow	3	9,413.07	2,000.00	2,148.92	234.00	9.81	.....	3,392.73	4,020.34	67
Mountainhome	3	2,451.94	1,100.00	300.00	99.75	8.44	.....	1,503.19	948.75	61
Navajo	3	1,831.28	1,600.00	80.00	1.56	1,681.38	169.90	47	Presidential, Jan. 1, 1901.
Payette	3	1,043.42	1,200.00	98.94	151.55	1.44	.....	1,482.98	1,571.40	40
Portello	3	11,048.36	1,800.00	.....	358.00	20.56	.....	1,178.56	9,869.80	20
Salmon	3	3,261.84	1,300.00	250.00	198.00	.....	.....	1,746.00	1,515.84	48
Silver City	3	2,983.87	1,200.00	180.00	1.76	1,381.76	1,602.11	48	Presidential, Jan. 1, 1901.
Wallace	3	6,773.67	1,800.00	300.00	304.00	.....	.....	2,404.00	4,369.67	27
Wallace	3	4,857.08	1,500.00	.....	839.75	6.15	.....	1,845.94	2,541.09	42
Wilder	3	5,006.88	1,800.00	600.00	51.72	5.12	.....	2,456.84	2,550.04	44
Total		112,749.61	29,150.00	11,640.07	4,651.05	255.98	8,222.84	48,919.44	63,830.17	43	
ILLINOIS.											
Abingdon	3	4,556.07	1,700.00	30.00	331.00	8.00	2,089.00	2,517.07	45	Presidential, Jan. 1, 1901.
Albion	3	2,873.81	1,200.00	.....	129.02	2.96	.....	1,331.98	1,541.83	46
Aledo	3	5,273.61	1,700.00	100.00	284.00	5.68	.....	2,089.68	3,283.93	39
Alexia	3	2,656.30	1,200.00	.....	105.00	1.44	.....	1,806.44	1,179.86	53
Altamont	3	3,022.84	1,200.00	50.00	226.45	4.45	1,479.95	1,512.89	55	Presidential, Jan. 1, 1901.
Alton	2	80,422.64	2,600.00	3,745.62	800.00	273.65	6,166.70	13,586.00	16,836.64	45	
Anna	3	2,748.41	1,500.00	200.00	277.00	4.06	.....	1,981.06	1,767.35	53
Anna	3	5,228.69	1,700.00	300.00	223.94	10.06	.....	2,234.02	2,994.67	48
Arcola	3	5,068.43	1,700.00	50.00	329.85	10.72	2,090.57	2,997.86	41	

Arthur	2,325.81	1,000.00	40.00	97.44	1.52	1,138.96	1,186.95
Ashland	2,289.16	1,000.00	.....	137.17	8.60	1,240.77	1,048.39
Ashley	2,429.70	1,100.00	40.00	139.00	8.12	1,282.77	1,147.63
Assumption	8,306.26	1,100.00	.....	189.00	2.71	1,592.72	1,718.63
Astoria	8,158.28	1,800.00	70.00	217.00	5.62	1,592.84	1,565.89
Atlanta	8,248.52	1,400.00	.....	178.00	5.62	1,578.52	1,670.00
Auburn	2,756.42	1,200.00	40.00	177.00	4.08	1,821.08	1,495.84
Aurora	2,637.34	1,200.00	100.00	271.00	2.32	1,573.82	1,054.02
Avoca	50,160.36	8,000.00	7,663.79	.....	548.61	22,743.82	27,416.54
Barry	8,406.31	1,400.00	.....	136.00	8.68	1,601.68	1,804.68
Batavia	13,107.01	2,400.00	2,000.00	600.00	18.51	7,853.61	5,263.40
Beardstown	7,215.50	1,900.00	100.00	283.00	18.16	2,251.16	4,967.34
Beleville	16,558.26	2,300.00	2,592.52	750.00	394.41	13,038.18	8,620.08
Belvidere	15,174.15	2,300.00	2,846.90	400.00	50.27	8,504.88	6,570.05
Bement	8,182.98	1,400.00	.....	246.50	6.32	1,692.82	1,490.16
Benton	8,084.02	1,400.00	200.00	164.50	5.84	1,770.38	1,298.64
Blandinsville	2,462.50	1,200.00	.....	140.50	1.76	1,842.26	1,120.24
Bloomington	56,145.96	8,200.00	8,698.86	.....	577.26	25,306.77	30,748.21
Blue Island	11,284.72	2,200.00	1,633.38	.....	89.52	4,622.85	6,641.87
Bradford	1,169.15	550.00	.....	700.00	4.64	6,562.56	6,601.59
Bradley	5,157.29	1,600.00	.....	184.50	4.64	1,798.14	8,398.15
Bradwood	2,751.82	1,300.00	.....	126.00	4.16	1,429.16	1,822.66
Buda	1,976.38	1,000.00	60.00	178.25	8.04	1,241.29	1,734.04
Bunkerhill	2,898.05	1,300.00	40.00	122.91	5.12	1,468.08	1,420.02
Bushnell	7,008.66	1,800.00	170.00	387.80	12.56	2,840.86	4,668.30
Bushnell	29,474.19	2,700.00	5,076.80	.....	290.80	14,856.34	14,617.86
Calico	8,801.90	1,500.00	.....	282.00	4.00	1,736.00	2,055.90
Cambridge	2,874.54	1,100.00	.....	133.20	2.88	1,286.08	1,138.46
Camppoint	17,115.66	2,500.00	2,246.92	600.00	53.27	8,915.72	8,201.72
Canton	6,898.75	1,800.00	380.00	196.00	21.60	2,897.60	4,501.15
Carbondale	6,898.75	1,800.00	100.00	440.00	16.48	2,876.48	5,049.34
Carlinville	7,425.22	1,300.00	.....	162.15	7.68	1,459.83	1,653.91
Carlyle	8,113.74	1,700.00	200.00	356.00	12.00	2,268.00	8,198.54
Carmi	6,466.54	1,600.00	300.00	316.00	10.32	2,226.32	2,554.91
Carrollton	4,781.23	1,100.00	80.00	149.25	6.60	1,834.85	1,216.39
Carrollville	6,561.24	1,900.00	200.00	460.00	8.88	2,468.88	4,024.08
Carthage	6,492.96	1,800.00	16.56	158.91	6.64	1,592.11	1,576.89
Cassey	8,158.50	1,400.00	2,500.00	621.11	38.56	8,728.14	2,154.00
Centralia	10,877.14	2,300.00	.....	61.91	1.68	1,058.59	964.28
Cerrito	2,017.85	1,000.00	8,665.22	.....	336.56	18,438.56	10,966.85
Cerrogrordo	24,395.41	2,600.00	2,498.63	1,294.57	6,542.21	8,989.14	4,034.28
Champaign	13,023.40	2,300.00	2,498.63	150.71	8,378.99	1,487.84	1,261.88
Charleston	2,749.52	1,300.00	80.00	155.00	2.64	1,690.76	1,760.75
Chattsworth	8,441.51	1,400.00	.....	277.00	8.76	2,049.44	2,196.85
Chenoa	8,441.51	1,500.00	300.00	240.00	9.44	2,788.11	4,968.24
Chester	4,246.29	6,000.00	1,228,335.77	58,511.31	81.34	2,788.11	36,871.27
Chicago	7,706,856.91	6,000.00	111,479.80	417.90	47.94	8,627.24	2,120.88
Chicago Heights	8,846.51	1,500.00	.....	220.98	7.92	1,728.90	1,148.41
Chillicothe	2,086.11	1,000.00	.....	96.49	1.92	1,318.56	840.59
Chillicothe	2,156.15	1,000.00	50.00	196.00	2.56	6,661.71	3,453.03
Clayton	10,119.74	2,200.00	1,922.60	600.00	24.48	1,904.63	1,317.73
Clinton	2,761.65	1,200.00	120.00	142.55	1.92	1,443.92	1,435.67
Coal City	2,690.66	1,200.00	.....	142.55	3.12	1,345.67	1,394.96
Coalton	.....	.....	.....	.....	.....	.....	.....

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
<i>ILLINOIS—continued.</i>											
Colchester.....	3	\$3,582.15	\$1,500.00	\$20.00	\$167.21	\$0.96		\$1,688.17	\$1,893.98	47	
Colfax.....	3	2,654.54	1,300.00		242.31	1.36		1,543.67	1,110.87	58	
Collinsville.....	3	3,777.40	1,500.00		262.00	7.00		1,769.00	2,017.80	47	
Dallas City.....	3	1,520.96	1,500.00			1.44		551.44	993.52	96	
Decatur.....	2	23,615.77	2,800.00	6,123.99	1,550.00	371.06	99,676.89	17,971.96	14,643.81	55	
Deerfield.....	2	60,308.70	3,100.00	8,750.00	616.96	616.96	11,668.18	25,683.14	34,625.56	43	
DeKalb.....	2	16,249.18	2,600.00	2,300.00	550.00	86.39	3,102.28	6,048.65	7,660.83	53	
DeLavan.....	2	4,200.99	1,500.00		254.00	6.60		1,769.60	2,441.39	42	
Dixon.....	2	20,983.34	2,600.00	2,681.51	800.00	291.83	5,063.07	11,338.41	9,654.93	54	
Downers Grove.....	3	3,041.46	1,300.00		188.00			1,438.00	1,603.46	49	
Dundee.....	3	3,946.91	1,500.00		225.00	6.24		1,731.24	2,215.67	44	
Duquoin.....	3	6,064.16	1,800.00	60.00	352.00	13.52		2,225.52	3,838.64	36	
Dwight.....	3	10,966.19	2,200.00	1,948.92	420.00	18.06		4,666.96	6,008.21	43	
Earville.....	3	4,174.13	2,600.00	350.00	210.23	3.44		2,063.67	2,110.46	49	
East St. Louis.....	2	28,446.84	2,600.00	4,413.59	1,500.00	708.30	10,194.07	19,419.96	9,026.88	66	
Edwardsville.....	3	6,655.71	1,700.00	50.00	825.00	10.43		2,091.48	4,564.23	31	
Elkhart.....	3	8,628.71	1,900.00	280.00	290.11	26.60		2,446.71	6,080.00	29	
Elmhurst.....	3	2,131.92	1,100.00	200.00	194.00	2.56		1,466.56	1,665.36	89	
Elmwood.....	3	76,974.03	3,200.00	9,013.59	1,715.00	398.00	11,544.35	25,870.94	51,103.09	34	
Elk Grove.....	1	9,023.74	2,000.00	1,000.00	825.00	11.12		3,586.12	5,437.62	41	
Elmwood.....	3	4,046.90	1,500.00	40.00	252.00	4.32		1,728.48	2,318.42	43	
Eureka.....	3	4,553.86	1,500.00		182.00	6.76		1,399.76	3,154.10	40	
Evanson.....	3	48,207.28	3,000.00	7,998.09	1,300.00	1,379.24	17,960.07	31,637.46	16,569.82	46	
Fairbury.....	1	6,380.13	1,700.00	60.00	235.85	10.90		2,036.49	4,343.63	32	
Fairfield.....	3	5,211.67	1,700.00	60.00	235.85	8.12		2,024.42	3,187.25	40	
Farmington.....	3	4,372.04	1,600.00		322.00	6.54		1,428.42	2,943.62	44	
Farmer City.....	3	4,123.52	1,800.00	40.00	396.00	8.88		1,548.88	2,574.64	49	
Flora.....	3	5,631.76	1,600.00	100.00	180.00	2.00		1,968.88	3,662.88	42	
Forbes.....	3	3,631.85	1,100.00	70.00	136.00	2.82		1,341.00	2,290.85	61	
Franklin Grove.....	3	3,822.85	1,300.00		348.00			1,961.32	1,861.53	51	
Freeport.....	2	84,625.71	2,800.00	5,100.40	1,008.00	162.13	8,368.16	17,405.74	16,917.97	47	
Fulton.....	3	10,210.41	1,600.00		273.40	0.38		1,070.78	2,249.08	42	
Galesna.....	2	20,748.24	2,000.00	7,715.21	538.90	20.84		4,970.56	4,189.70	64	
Galesburg.....	1	5,531.55	1,000.00	110.00	355.20	10.48	10,742.60	21,997.61	18,740.60	96	
Galva.....	3	2,227.72	1,100.00		138.00	2.00		1,240.00	1,987.72	56	
Gardner.....	3	7,824.86	1,900.00	50.00	480.00	10.56		2,420.56	5,404.30	33	
Geneseo.....	3	5,874.80	1,700.00		262.00	15.84		1,967.84	3,906.96	53	
Genoa.....	3	2,210.50	1,000.00	30.00	170.83	5.04		1,205.87	1,004.63	54	
Gibson City.....	3	5,474.66	1,700.00	80.00	331.00	8.40		2,119.40	3,355.26	39	

Do.
Do.Presidential, Jan. 1, 1901.
In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Marengo.....	3	\$5,291.25	\$1,600.00		\$235.00	\$10.96		\$1,846.96	\$3,444.29	35	
Marion.....	3	4,542.33	1,500.00	\$540.00	145.00	9.04		2,208.29	2,334.04	50	
Mareo.....	3	2,563.46	1,200.00		337.00	5.62		1,370.52	1,192.94	48	
Marselles.....	3	6,343.29	1,600.00		284.00	12.06		2,048.08	3,705.29	38	
Mascoutah.....	3	4,284.93	1,600.00	240.00	108.00	10.06		2,111.33	2,173.60	49	
Mason City.....	3	1,683.24	1,400.00		842.84	3.28		1,151.38	2,201.86	56	
Mason.....	3	16,833.91	2,400.00		760.00	68.74	\$4,836.05	11,197.80	5,635.91	46	
Maywood.....	2	15,131.97	1,000.00	1,581.16	400.75	32.73	1,947.46	6,162.10	7,019.87	67	
Maywood Park.....	2	6,997.89	2,000.00		373.29	5.28		1,177.08	1,043.17	47	
Mendota.....	2	6,154.96	1,700.00		293.29	20.56		4,010.15	1,987.74	53	
Metropolis City.....	3	8,197.62	1,300.00		374.00	13.68		1,698.53	1,588.99	46	
Milford.....	3	5,291.21	1,700.00	100.00	204.85	3.68		2,132.80	1,158.41	50	
Mine.....	3	46,495.56	6,000.00	6,000.00	225.92	6.98		21,282.07	25,213.59	40	
Minnetonka.....	3	4,063.17	1,500.00	70.00	221.00	798.45	9,493.62	11,800.92	2,263.26	46	
Monmouth.....	3	19,943.01	2,500.00	417.06	201.00	9.92	5,018.28	11,425.61	8,517.40	59	
Monticello.....	2	7,064.06	1,900.00	258.28	258.28	10.64		2,208.92	4,855.14	31	
Morgan Park.....	3	11,155.08	2,000.00	1,000.00	564.00	30.10		3,594.10	7,560.99	32	
Morris.....	2	9,188.82	2,000.00	1,000.00	307.80	29.22		8,337.02	5,856.86	36	
Morrisville.....	3	6,667.02	1,800.00		368.00	6.06		2,216.08	4,450.94	37	
Mound City.....	3	2,260.40	1,100.00		196.00	2.40		1,298.40	1,962.00	53	
Mound City.....	3	8,477.94	1,400.00	225.00	204.99	12.80		1,842.79	1,635.15	45	
Mount Carmel.....	3	5,700.06	1,700.00	500.00	365.00	15.44		2,671.44	3,128.62	45	
Mount Carroll.....	3	4,957.86	1,600.00	40.00	296.00	6.24		1,942.24	3,015.62	39	
Mount Morris.....	3	2,795.31	1,500.00		331.00	8.28		1,884.28	901.03	66	
Mount Olive.....	3	8,698.05	1,400.00		176.00	3.92		1,679.92	2,028.13	44	
Mount Pulaski.....	3	4,104.56	1,500.00		201.29	4.48		1,705.77	2,398.79	42	
Mount Sterling.....	3	10,255.43	2,100.00	262.00	262.00	5.04		2,057.04	2,198.49	45	
Mowqua.....	2	8,083.69	1,300.00	2,598.90	720.00	30.62		5,448.52	1,466.29	51	
Murphysboro.....	2	9,570.12	2,200.00	430.00	196.00	2.40		1,537.40	2,069.24	38	
Naperville.....	2	9,130.47	2,100.00	2,131.52	515.20	126.07	2,498.09	7,470.88	5,630.17	78	
Nashville.....	2	8,697.89	1,500.00	1,000.00	276.00	25.80		3,600.30	1,824.58	51	
National Stock Yards.....	2	17,559.25	2,500.00	2,092.75	775.00	7.86		4,571.42	12,987.84	26	
Nauvoo.....	2	2,248.57	1,000.00		75.00	8.36		1,086.86	1,160.21	48	
Neco.....	3	2,643.53	1,200.00	136.72	136.72	3.76		1,410.48	1,238.05	53	
Newman.....	3	2,876.32	1,300.00	70.00	190.00	4.40		1,494.40	1,381.92	52	
Newton.....	3	8,302.75	1,500.00	150.00	158.68	6.40		1,764.24	2,467.73	46	
Nokomis.....	3	8,806.66	1,500.00	250.00	250.00	4.24		1,784.24	2,062.41	32	
Normal.....	3	9,825.34	1,900.00	500.00	210.00	23.62		2,688.52	5,901.82	53	
Nunda.....	3	2,080.28	1,000.00	60.00	144.00	3.04		1,207.04	8,573.22	58	

AUDITOR—PRESIDENTIAL POST-OFFICES.

NDIANA.	Presidential, Jan. 1, 1901.	Do.	Do.	Do.
3	1,092.60	500.00	60.00	483.54
3	4,013.69	1,500.00	40.00	2,294.63
3	8,218.02	1,400.00	30.00	1,608.22
3	11,898.14	2,300.00	3,695.86	1,679.78
3	84,008.01	6,748.46	400.00	12,972.84
3	6,250.71	1,700.00	200.00	4,183.61
3	2,508.49	1,000.00	196.00	1,166.66
3	23,974.96	2,800.00	4,148.92	18,261.45
3	7,401.65	1,800.00	387.00	5,225.85
3	5,794.44	1,700.00	400.00	8,382.19
3	2,560.65	1,300.00	170.00	8,910.20
3	10,144.84	2,200.00	2,500.00	2,080.42
3	8,267.06	1,100.00	74.00	1,978.97
3	8,688.20	1,400.00	50.00	3,606.40
3	18,250.88	2,400.00	3,198.84	1,886.84
3	11,021.47	2,200.00	8,000.00	1,616.27
3	8,922.51	1,500.00	400.00	1,845.21
3	8,422.09	1,400.00	400.00	1,643.30
3	10,668.95	2,200.00	2,648.30	1,117.42
3	2,875.22	1,100.00	166.00	2,067.62
3	8,998.18	1,500.00	219.50	2,375.86
3	4,840.74	1,600.00	284.00	1,116.34
3	4,283.96	1,500.00	20.00	283.38
3	2,740.10	1,300.00	200.00	929.38
3	972.83	500.00	100.00	1,024.01
3	2,271.40	1,200.00	60.00	2,014.17
3	2,441.86	1,100.00	40.00	9,923.56
3	8,860.37	1,500.00	96.00	6,622.11
3	8,248.30	1,900.00	187.47	8,126.41
3	16,892.78	2,500.00	8,627.17	1,384.17
3	17,248.40	2,500.00	2,362.60	1,418.50
3	6,864.46	1,300.00	38.83	2,186.56
3	4,851.62	1,400.00	400.00	7,196.36
3	2,399.72	1,600.00	250.00	2,841.01
3	18,324.56	2,500.00	3,465.01	8,272.72
3	1,034.23	1,500.00	60.00	6,183.46
3	1,069.90	1,600.00	75.00	8,365.94
3	6,248.84	1,800.00	118.31	8,272.72
3	6,246.43	1,600.00	100.00	6,183.46
3	9,419.89	1,700.00	144.83	8,103.46
3	3,732.83	1,000.00	240.00	8,094.50
3	2,839.76	1,500.00	186.00	2,223.64
3	1,013.27	1,600.00	180.00	2,501.63
3			300.00	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Stirling	2	\$16,325.14	\$2,400.00	\$2,522.90	\$876.00	\$38.52	\$8,979.28	\$9,813.70	\$6,511.44	64	
Stockton	2	2,912.27	1,100.00	80.00	164.00	2.64	.....	1,346.64	1,565.63	46	
Streator	2	17,983.53	2,500.00	3,048.90	900.00	493.84	6,681.61	13,464.35	4,519.18	75	
Sullivan	2	4,871.22	1,600.00	50.00	282.00	10.96	.....	1,892.96	2,478.26	43	
Sumner	3	2,689.59	1,200.00	150.00	124.81	5.12	.....	1,479.93	1,189.66	55	
Sycamore	3	7,788.67	1,900.00	1,600.00	260.00	38.80	.....	2,768.68	4,989.87	36	
Taylorville	3	9,018.97	2,000.00	1,130.85	422.90	34.25	.....	3,688.00	6,480.97	40	
Tiakiwa	2	2,280.34	1,100.00	40.00	158.00	2.80	.....	1,800.80	979.54	57	
Toluca	3	2,479.24	1,100.00	.....	172.00	2.40	.....	1,274.40	1,204.84	51	
Toulon	3	8,237.87	1,400.00	1,500.00	248.00	3.12	.....	1,801.12	1,436.76	56	
Tuscola	2	8,157.81	1,300.00	1,140.00	180.00	20.24	.....	2,240.24	5,917.57	27	
Upper Alton	3	2,651.68	1,300.00	.....	186.75	13.12	.....	1,498.87	1,151.81	57	
Urbana	3	11,338.31	2,300.00	1,500.00	541.60	41.67	2,968.80	7,852.07	3,486.24	65	
Vandalia	3	6,141.85	1,800.00	60.00	326.00	12.72	.....	2,188.72	3,943.13	36	
Vermont	3	2,083.94	900.00	.....	101.25	7.02	.....	1,008.27	1,075.67	48	Presidential, Oct. 1, 1901.
Vienna	3	4,569.32	1,500.00	170.00	164.00	4.06	.....	1,638.06	1,099.09	60	
Virgen	3	8,657.00	1,500.00	40.00	203.84	6.24	.....	1,752.08	1,801.06	51	
Virginia	3	2,657.00	1,500.00	100.00	250.00	6.92	.....	1,848.34	1,500.06	47	
Walnut	3	2,848.39	1,100.00	66.58	180.00	1.76	.....	1,718.27	1,969.92	41	
Warren	3	8,678.19	1,400.00	64.83	250.00	3.44	.....	1,978.88	1,696.44	66	
Warsaw	3	3,065.32	1,400.00	270.00	304.00	4.88	.....	1,627.28	1,564.29	51	
Washington	3	3,191.57	1,400.00	50.00	172.00	6.28	.....	1,632.66	1,561.96	47	Presidential, Jan. 1, 1901.
Waterloo	3	3,981.79	1,400.00	30.00	.....	2.56	.....	180.00	3,793.88	36	
Waukega	3	16,813.41	2,700.00	2,600.00	349.91	18.00	.....	2,167.91	4,117.21	74	
Wauegan	2	3,462.98	1,400.00	40.00	156.00	319.28	6,846.92	11,696.20	1,852.02	46	
Waverly	3	4,391.62	1,500.00	60.00	286.00	4.96	.....	1,600.96	2,683.12	42	
Wenona	3	6,831.13	1,500.00	90.00	300.00	12.50	.....	1,958.50	4,832.17	82	
West Chicago	3	2,449.46	1,100.00	.....	138.00	8.96	.....	2,198.96	1,207.22	51	
Western Springs	2	18,683.18	2,400.00	1,500.00	138.00	4.24	1,428.93	2,422.24	7,897.43	43	
Wheaton	3	4,356.96	1,600.00	40.00	480.00	96.82	.....	6,845.75	2,475.62	48	
Whitehall	3	7,709.81	1,500.00	.....	234.00	7.36	.....	1,881.36	5,824.13	43	
Whitelet	3	3,094.56	1,500.00	.....	230.00	5.52	.....	2,155.68	1,544.04	28	
Wilmington	3	8,704.03	1,500.00	.....	160.00	10.06	.....	1,466.62	1,976.96	49	
Winchester	3	2,992.91	1,400.00	40.00	217.00	2.24	.....	1,892.24	1,400.67	47	
Winnebago	3	4,825.38	1,500.00	88.34	286.00	21.28	.....	1,947.62	2,877.76	38	
Winnetka	3	6,992.23	1,700.00	40.00	331.00	14.88	.....	2,085.68	4,906.55	30	
Woodstock	3	3,117.40	1,300.00	100.00	186.00	2.88	.....	1,687.88	1,529.52	51	
Wyoming	3	8,077.04	1,300.00	70.00	224.96	3.84	.....	1,486.79	1,578.25	49	
Yorkville	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	10,400,631.50	482,860.00	1,515,082.08	200,649.26	78,235.33	1,710,283.47	3,987,020.09	6,413,611.41	38	

[illegible]

INDIANA.

Presidential, Jan. 1, 1901.

Do.

Do.

Dg

In Government building

**Do.
Presidential, Jan. 1, 1901.**

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
South Bend.....	1	\$77,823.35	\$3,200.00	\$11,257.06	\$174.00	\$920.94	\$15,448.43	\$30,821.45	\$47,007.90	40	In Government building.
South Whitley.....	3	2,880.67	1,300.00	80.00	350.00	3.28		1,557.28	1,333.39	54	
Spencer.....	3	5,783.88	1,600.00	350.00	240.00	14.88		2,314.88	3,468.96	40	
Sullivan.....	3	6,118.76	1,700.00	150.00	240.00	17.12		2,116.12	4,002.64	35	
Summitville.....	3	2,885.84	1,200.00		166.85	4.96		1,871.81	1,524.03	47	
Tell City.....	3	8,145.41	1,400.00	200.00	184.00	6.36		1,789.36	1,356.05	57	
Terre Haute.....	1	80,259.80	3,200.00	11,341.39		971.43	19,081.71	34,594.53	45,665.27	43	Do.
Thorntown.....	3	3,519.34	1,500.00		176.71	7.60		1,684.31	1,835.03	48	
Tipton.....	3	6,951.44	1,800.00	800.00	281.00	26.96		2,879.96	4,071.48	36	
Union City.....	2	8,670.23	2,000.00	1,000.00	460.00	69.34		3,519.34	5,150.89	41	
Upland.....	3	3,186.57	1,300.00	90.00	240.00	6.20		1,625.20	1,570.37	51	
Valparaiso.....	2	18,128.71	2,500.00	3,265.22	700.00	306.50	3,806.79	10,577.51	7,551.20	58	
Veederburg.....	3	3,158.64	1,400.00	200.00	190.00	6.48		1,796.48	1,362.16	57	
Vevay.....	3	2,575.30	1,300.00	400.00	214.25	6.00		1,920.25	655.05	75	
Vincennes.....	2	17,965.62	2,500.00	3,655.39	600.00	131.64	5,467.20	12,384.23	5,571.39	69	
Wabash.....	2	16,783.81	2,400.00	8,700.00	600.00	96.50	3,675.20	10,471.70	6,312.11	62	
Walkerton.....	3	2,234.23	1,100.00	70.00	181.99	4.48		1,314.47	919.76	59	
Warren.....	3	3,530.40	1,400.00	50.00	185.60	8.24		1,886.61	1,643.79	45	
Warsaw.....	2	10,127.84	2,200.00	2,382.72	560.00	40.86	783.66	5,764.66	4,363.18	57	
Washington.....	2	11,531.91	2,200.00	2,190.22	500.00	40.86	3,256.84	8,622.50	2,909.41	75	
Waterloo.....	3	3,186.45	1,300.00	40.00	140.90	6.28		1,446.18	1,740.27	46	
West Baden.....	3	2,661.30	1,100.00		100.00	26.80		1,266.80	1,394.50	48	
Whiting.....	3	3,591.81	1,300.00		124.00	11.28		1,733.28	1,858.53	48	
Williamsport.....	3	3,286.86	1,300.00	40.00	194.00	7.60		1,531.60	1,755.25	47	
Winamac.....	3	4,316.42	1,600.00	185.00	145.00	8.40		1,891.40	2,425.02	44	
Winchester.....	2	11,195.46	2,200.00	1,706.94	454.00	35.77	430.70	4,827.41	6,368.04	43	Presidential, Jan. 1, 1901.
Wolcott.....	3	1,211.20	1,350.00			1.12		651.12	660.08	46	
Worthington.....	3	4,308.14	1,600.00	170.00	225.00	10.16		2,061.16	2,322.98	47	
Total.....		2,228,541.99	295,800.00	820,733.22	54,186.90	23,506.26	383,064.62	1,077,291.00	1,151,250.99	48	
INDIAN TERRITORY.											
Armstrong.....	2	10,888.95	2,200.00	2,000.00	500.00	131.45		4,831.45	6,057.50	45	
Axtell.....	3	2,131.12	1,000.00	200.00	300.45	4.00		1,284.35	1,846.77	54	
Caddo.....	3	2,533.17	1,000.00	200.00	130.80	3.12		1,433.42	1,109.75	50	
Cherokee.....	3	2,638.54	1,275.00	40.00				315.00	1,323.54	50	Presidential, Apr. 1, 1901.
Chickasha.....	3	8,679.80	1,700.00	250.00	92.00	22.44		2,045.44	6,634.36	24	
Chicklawnee.....	3	2,954.48	1,300.00	100.00	167.00	4.32		1,571.32	1,383.16	53	
Coalmine.....	3	2,768.88	1,200.00	40.00	145.25	4.48		1,869.73	1,899.15	50	
Davis.....	3	2,897.86	1,400.00	400.00	125.00	2.72		1,927.72	969.64	67	

Do.

Presidential, Jan. 1, 1901.

In Government building.

Lowell	2,746.46	1,200.00	50.00	226.00	4.00	1,480.00	1,296.46
Madison	11,430.81	2,300.00	2,448.13	1,250.00	58.81	4,310.96	1,319.39
Marion	32,950.81	2,400.00	5,770.02	1,250.00	376.31	19,438.74	13,511.57
Marquette	13,521.53	2,400.00	2,580.82	600.00	158.77	8,289.29	1,262.21
Marshall	14,126.82	2,400.00	2,765.20	700.00	265.69	10,730.78	8,934.03
Michigan City	2,645.93	2,400.00	100.00	180.00	6.16	4,986.18	1,079.72
Middleton	1,992.73	2,400.00	110.00	110.00	8.20	1,113.32	879.55
Midland	14,833.23	2,300.00	2,582.60	850.00	277.34	7,637.58	1,196.58
Milwaukee	4,994.81	1,500.00	2,400.00	228.01	77.94	1,995.98	2,998.86
Mitchell	2,831.84	1,500.00	40.00	165.97	7.04	1,413.01	918.83
Monroe	8,315.12	1,700.00	200.00	256.00	13.44	2,169.44	8,145.68
Monticello	6,902.82	1,800.00	200.00	270.00	24.56	2,094.52	4,808.26
Montpelier	6,933.43	1,800.00	125.00	336.43	19.44	2,280.87	4,652.56
Mount Vernon	46,609.40	8,000.00	9,237.19	621.06	973.56	25,361.59	21,247.81
Muncie	4,177.21	1,500.00	294.65	294.65	2.96	1,737.61	2,439.60
National	1,055.88	1,500.00			3.92	1,508.92	
National Military Home	19,688.71	2,500.00	3,043.90		290.22	14,584.84	5,853.87
New Albany	2,171.15	1,000.00		173.97	3.04	1,177.01	994.14
New Carlisle	13,790.96	2,300.00	2,555.16	884.00	35.52	5,997.89	7,793.07
Newcastle	2,894.45	1,300.00	2,555.16	174.00	2.64	1,476.64	1,417.81
New Harmony	7,879.13	1,900.00	328.97	896.00	36.80	2,661.77	5,217.36
Noblesville	6,294.43	1,700.00	200.00	296.00	13.32	2,209.92	4,084.51
North Manchester	10,070.66	2,200.00	1,725.27	482.00	72.47	5,961.64	4,209.02
North Vernon	16,617.85	2,300.00	1,883.69	256.00	23.99	4,462.68	12,155.17
Notre Dame	3,658.12	1,500.00	300.00	138.81	7.04	1,945.85	1,712.27
Oakland City	2,411.71	1,200.00	100.00	152.00	6.86	1,460.14	1,025.00
Orleans	2,485.14	1,100.00	300.00	116.87	8.18	1,522.75	888.96
Osgood	2,476.79	1,100.00	140.00	122.07	2.72	1,384.79	812.00
Oxford	2,679.49	1,000.00	170.70	138.05	16.80	1,625.55	1,053.94
Paoli	16,391.97	1,800.00		147.00	6.00	1,453.00	1,398.31
Pendleton	3,141.31	2,400.00	2,700.00	436.64	4.80	10,607.45	6,784.52
Peru	4,251.22	1,600.00	325.00	170.00	5.84	2,100.84	1,500.39
Petersburg	3,346.25	1,000.00	140.50	140.50	2.48	1,142.86	1,106.24
Pianfield	8,284.82	2,000.00	211.09	211.09	9.02	1,620.11	1,726.14
Plymouth	10,390.05	2,000.00	1,000.00	400.00	29.10	3,426.10	6,964.76
Portland	9,666.84	2,200.00	1,000.00	894.00	51.29	8,425.72	6,984.76
Princeton	3,298.49	1,400.00	201.26	25.23	0.25	1,666.48	1,622.01
Redkey	2,971.88	1,400.00	50.00	162.00	2.64	1,604.64	1,867.24
Remington	45,976.49	8,000.00	310.00	331.00	14.40	2,865.40	3,282.91
Rensselaer	6,598.31	1,700.00	7,846.96	479.86	11,106.93	23,935.76	22,040.74
Richmond	3,555.04	1,600.00	20.00	1,188.00	14.86	1,762.56	1,792.48
Ridgeway	2,415.71	1,200.00	250.00	165.00	7.92	1,622.92	1,792.48
Risingaun	7,979.95	1,900.00	200.00	188.00	20.00	2,353.00	5,621.95
Rochester	4,337.64	1,600.00	100.00	338.00	8.08	1,896.91	1,896.91
Rockport	4,059.43	1,500.00	400.00	442.65	20.00	2,450.73	2,137.51
Rockville	9,805.32	2,200.00	1,700.00	942.00	9.92	1,921.92	3,263.98
Rushville	4,069.32	2,200.00	425.00	760.00	51.60	6,541.34	3,263.98
Salem	3,982.24	1,500.00	200.00	250.00	8.40	1,968.40	2,028.84
Seymour	10,246.95	2,400.00	2,618.71	662.09	55.97	7,630.89	2,616.06
Shelbyville	13,847.29	2,400.00	2,861.28	645.35	278.24	9,694.20	4,138.09
Sheridan	2,998.43	1,300.00	129.56	149.90	6.12	1,564.58	1,413.85

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
South Bend.....	1	\$77,822.35	\$3,200.00	\$11,257.08	.....	\$920.94	\$15,448.43	\$30,821.45	\$47,007.90	40	In Government building.
South Whitley.....	3	2,980.67	1,300.00	80.00	\$174.00	3.28	.....	1,557.28	1,333.39	54	
Spencer.....	3	6,783.88	1,600.00	350.00	350.00	14.88	.....	2,314.88	3,468.96	40	
Sullivan.....	3	6,118.76	1,700.00	150.00	249.00	17.12	.....	2,116.12	4,002.64	35	
Summitville.....	3	2,965.84	1,200.00	.....	166.85	4.96	.....	1,371.81	1,524.03	47	
Tell City.....	3	3,145.41	1,400.00	200.00	184.00	6.36	.....	1,789.36	1,356.05	57	Do.
Terre Haute.....	1	80,259.80	3,200.00	11,841.39	.....	971.43	19,081.71	84,594.53	46,665.27	43	
Thorntown.....	3	3,519.34	1,500.00	.....	176.71	7.60	.....	1,684.31	1,835.03	48	
Tipton.....	3	6,951.44	1,800.00	800.00	281.00	26.96	.....	2,407.96	4,543.48	35	
Union City.....	3	8,670.28	2,000.00	1,000.00	460.00	59.34	.....	3,619.34	6,150.99	41	
Upland.....	3	3,186.57	1,300.00	80.00	240.00	5.20	.....	1,625.20	1,570.37	51	
Valparaiso.....	3	18,128.71	2,500.00	3,265.22	700.00	806.50	3,806.79	10,577.51	7,551.20	58	
Veedsburg.....	3	3,158.84	1,400.00	200.00	190.00	6.48	.....	1,796.48	1,362.36	57	
Vincennes.....	3	2,575.30	1,300.00	400.00	214.25	6.00	.....	1,920.25	665.05	75	
Wabash.....	3	17,965.62	2,500.00	3,665.39	600.00	131.64	6,487.20	12,394.23	5,571.39	69	
Walkerton.....	3	16,783.81	2,400.00	8,700.00	96.50	96.50	3,676.20	10,471.70	6,312.11	62	
Warren.....	3	3,580.45	1,400.00	50.00	185.60	4.48	.....	1,314.47	919.76	75	
Warsaw.....	2	10,127.84	2,200.00	2,190.22	560.00	40.86	783.66	1,593.84	1,886.61	45	
Washington.....	2	11,631.91	2,200.00	2,382.73	500.00	394.43	3,256.94	8,622.50	4,963.18	57	
Waterloo.....	3	3,186.45	1,300.00	40.00	140.90	6.28	.....	1,446.18	2,949.41	46	
West Baden.....	3	2,661.80	1,100.00	.....	100.00	26.80	.....	1,266.80	1,394.50	48	
Whiting.....	3	3,691.81	1,500.00	40.00	222.00	11.28	.....	1,783.28	1,908.53	49	
Williamsport.....	3	3,266.85	1,500.00	40.00	194.00	7.60	.....	1,531.60	1,735.25	47	
Winamac.....	3	4,316.42	1,600.00	185.00	145.00	8.40	430.70	1,891.40	2,425.02	44	
Winchester.....	2	11,195.46	2,200.00	1,706.94	454.00	36.77	.....	4,827.41	6,367.41	43	Presidential, Jan. 1, 1901.
Wolcott.....	3	1,211.20	550.00	.....	.....	1.12	.....	.....	660.08	46	
Worthington.....	3	4,808.14	1,600.00	170.00	225.00	10.16	.....	2,065.16	2,802.98	47	
Total.....		2,228,541.99	295,800.00	820,738.22	54,186.90	23,506.26	383,064.62	1,077,291.00	1,151,250.99	48	
INDIAN TERRITORY.											
Admore.....	3	10,838.95	2,200.00	2,000.00	500.00	131.45	.....	4,831.45	6,022.50	45	
Ada.....	3	2,131.12	1,000.00	300.00	300.35	.....	.....	1,280.77	882.35	52	
Caddo.....	3	2,488.17	1,000.00	500.00	180.30	3.12	.....	1,438.42	1,049.75	50	
Cherokee.....	3	2,693.54	1,275.00	.....	.....	.....	.....	330.00	511.53	24	Presidential, Apr. 1, 1901.
Chickasaw.....	3	8,674.99	1,700.00	250.00	92.00	22.44	.....	2,045.44	6,611.55	53	
Chickadee.....	3	3,954.48	1,300.00	100.00	147.00	4.32	.....	1,571.32	1,983.16	53	
Claremore.....	3	2,768.88	1,200.00	40.00	145.25	4.48	.....	1,849.73	1,919.15	50	
Coalgate.....	3	2,897.38	1,400.00	400.00	125.00	2.72	.....	1,927.72	969.66	67	

		Presidential, Oct. 1, 1900.											
		3	3	3	3	3	3	3	3	3	3	41	39
Duncan	1,100.00	3,297.56	80.00	160.92	4.64	1,345.56	1,952.00	1,345.56	1,952.00	1,345.56	1,952.00	41	39
Durant	1,500.00	2,088.43	250.00	230.00	11.52	1,981.52	3,086.91	1,981.52	3,086.91	1,981.52	3,086.91	48	48
Hartshorne	1,200.00	2,483.59	130.00	43.60	5.44	1,379.04	1,504.55	1,379.04	1,504.55	1,379.04	1,504.55	53	53
Lehigh	825.00	1,967.87	165.00	.....	2.64	1,269.16	1,876.23	1,269.16	1,876.23	1,269.16	1,876.23	50	50
Miami	1,100.00	2,513.80	40.00	127.00	2.16	1,269.16	1,244.64	1,269.16	1,244.64	1,269.16	1,244.64	46	46
Muskegee	1,500.00	3,893.76	1,731.67	351.98	35.70	2,067.92	1,942.48	2,067.92	1,942.48	2,067.92	1,942.48	52	52
Paula Valley	1,000.00	4,030.35	300.00	34.80	9.84	1,944.64	2,457.16	1,944.64	2,457.16	1,944.64	2,457.16	44	44
Purcell	1,600.00	4,401.80	300.00	34.80	9.84	1,944.64	2,457.16	1,944.64	2,457.16	1,944.64	2,457.16	44	44
South McAlester	2,000.00	1,650.81	452.65	37.75	3.84	1,335.84	1,420.21	1,335.84	1,420.21	1,335.84	1,420.21	55	55
Tahlequah	1,100.00	3,079.18	100.00	152.97	6.00	1,658.97	1,405.16	1,658.97	1,405.16	1,658.97	1,405.16	54	54
Tulsa	1,400.00	2,436.96	100.00	152.97	6.00	1,658.97	1,405.16	1,658.97	1,405.16	1,658.97	1,405.16	54	54
Vinita	1,700.00	6,482.92	300.00	354.22	17.76	2,196.14	2,566.19	2,196.14	2,566.19	2,196.14	2,566.19	46	46
Wagoner	1,600.00	4,762.33	250.00	354.22	11.92	2,196.14	2,566.19	2,196.14	2,566.19	2,196.14	2,566.19	46	46
Wynnewood	1,400.00	3,515.91	70.00	113.00	22.99	1,605.99	1,909.92	1,605.99	1,909.92	1,605.99	1,909.92	46	46
Total	30,100.00	96,179.17	8,897.48	3,713.54	353.65	43,064.67	53,114.50	43,064.67	53,114.50	43,064.67	53,114.50	45	45
IOWA.													
Ackley	1,500.00	3,656.32	50.00	244.00	6.36	1,799.36	1,856.96	1,799.36	1,856.96	1,799.36	1,856.96	49	49
Adair	1,300.00	3,069.04	90.00	190.00	1.68	1,581.68	1,507.36	1,581.68	1,507.36	1,581.68	1,507.36	51	51
Adel	1,400.00	3,538.81	291.73	27.72	2.72	1,694.45	1,844.36	1,694.45	1,844.36	1,694.45	1,844.36	48	48
Afton	1,400.00	3,884.05	231.32	8.20	12.49	1,634.52	2,249.53	1,634.52	2,249.53	1,634.52	2,249.53	42	42
Akron	1,300.00	2,896.15	600.00	166.00	13.84	1,478.49	1,407.66	1,478.49	1,407.66	1,478.49	1,407.66	51	51
Albia	1,800.00	6,715.46	135.00	163.48	1.20	2,548.84	4,166.62	2,548.84	4,166.62	2,548.84	4,166.62	38	38
Alden	1,100.00	2,515.39	40.00	163.48	1.20	1,304.68	1,210.71	1,304.68	1,210.71	1,304.68	1,210.71	52	52
Algona	2,000.00	8,472.19	1,292.07	431.30	9.52	3,722.89	4,749.30	3,722.89	4,749.30	3,722.89	4,749.30	44	44
Allerton	1,000.00	2,159.72	1,292.07	431.30	18.69	1,168.53	991.19	1,168.53	991.19	1,168.53	991.19	54	54
Alta	1,200.00	3,250.15	30.00	221.77	4.49	1,652.25	1,597.90	1,652.25	1,597.90	1,652.25	1,597.90	51	51
Ames	1,400.00	2,452.51	1,177.78	175.00	1.68	1,376.68	1,075.88	1,376.68	1,075.88	1,376.68	1,075.88	56	56
Anamosa	2,000.00	10,218.14	200.00	833.10	10.00	3,563.94	6,654.20	3,563.94	6,654.20	3,563.94	6,654.20	35	35
Anaconda	1,800.00	6,205.90	200.00	833.10	10.00	2,343.10	3,862.80	2,343.10	3,862.80	2,343.10	3,862.80	38	38
Anita	1,500.00	3,477.85	40.00	190.00	3.04	1,783.04	1,744.81	1,783.04	1,744.81	1,783.04	1,744.81	50	50
Arlington	500.00	1,211.95	.....	.....	.....	500.32	711.63	500.32	711.63	500.32	711.63	41	41
Armstrong	2,200.00	2,445.94	30.00	147.71	96	1,378.67	1,067.27	1,378.67	1,067.27	1,378.67	1,067.27	56	56
Atlantic	1,200.00	11,418.50	2,398.91	750.00	42.32	8,088.12	8,890.38	8,088.12	8,890.38	8,088.12	8,890.38	70	70
Audubon	1,600.00	6,228.20	200.00	233.97	4.08	2,058.05	3,170.15	2,058.05	3,170.15	2,058.05	3,170.15	39	39
Aurelia	1,000.00	2,270.44	10.00	136.00	1.20	1,147.20	1,123.24	1,147.20	1,123.24	1,147.20	1,123.24	51	51
Avoca	1,500.00	3,645.45	170.79	277.00	3.92	1,951.71	1,563.74	1,951.71	1,563.74	1,951.71	1,563.74	65	65
Bancroft	1,100.00	2,131.91	25.00	199.99	1.28	1,316.27	815.64	1,316.27	815.64	1,316.27	815.64	62	62
Battlecreek	1,700.00	6,297.94	40.00	140.28	96	1,241.24	928.83	1,241.24	928.83	1,241.24	928.83	57	57
Bedford	1,700.00	6,297.94	150.00	236.00	4.08	1,980.08	3,317.86	1,980.08	3,317.86	1,980.08	3,317.86	37	37
Belle Plaine	1,800.00	8,381.85	200.00	166.00	10.96	2,156.98	3,234.89	2,156.98	3,234.89	2,156.98	3,234.89	40	40
Bellevue	1,800.00	8,381.85	200.00	166.00	10.96	2,156.98	3,234.89	2,156.98	3,234.89	2,156.98	3,234.89	45	45
Belmond	1,500.00	3,278.93	70.00	184.00	2.56	1,696.56	1,592.37	1,696.56	1,592.37	1,696.56	1,592.37	61	61
Bloomfield	1,600.00	5,803.88	225.20	223.00	10.24	1,909.24	3,384.64	1,909.24	3,384.64	1,909.24	3,384.64	56	56
Bonsaparte	1,200.00	4,012.70	2,598.90	600.00	3.64	1,429.04	1,189.66	1,429.04	1,189.66	1,429.04	1,189.66	72	72
Boone	2,400.00	14,022.25	150.00	173.95	5.28	1,909.23	2,693.71	1,909.23	2,693.71	1,909.23	2,693.71	41	41
Britt	1,600.00	3,629.78	150.00	173.95	2.96	1,677.96	1,951.82	1,677.96	1,951.82	1,677.96	1,951.82	46	46
Buffalo	1,200.00	2,638.80	.....	144.90	1.28	1,346.18	1,292.12	1,346.18	1,292.12	1,346.18	1,292.12	51	51
Buffalo Center	3,100.00	56,187.92	9,612.23	642.73	14,712.53	28,067.49	30,120.43	28,067.49	30,120.43	28,067.49	30,120.43	48	48
Burlington	1,900.00	8,099.22	350.00	460.00	13.36	2,723.36	6,375.86	2,723.36	6,375.86	2,723.36	6,375.86	34	34
Carroll	1,900.00	8,099.22	350.00	460.00	13.36	2,723.36	6,375.86	2,723.36	6,375.86	2,723.36	6,375.86	34	34

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Cascade.....	3	\$2,175.43	\$1,400.00	82,594.56	\$198.25	\$1.04	.....	\$1,299.29	\$876.14	60	In Government building.
Cedar Falls.....	3	1,376.19	2,400.00	1,994.56	700.00	51.28	8,682.37	9,778.97	4,597.23	68	
Cedar Rapids.....	2	58,994.86	5,200.00	1,994.56	.....	792.68	12,404.26	28,831.07	60,673.79	32	Do.
Chariton.....	2	8,446.15	2,000.00	1,000.00	468.15	19.04	.....	4,587.20	8,858.95	54	
Charles City.....	2	7,941.58	2,000.00	1,000.00	487.89	30.49	.....	8,468.33	4,473.18	44	
Charles Oak.....	2	10,741.68	2,000.00	1,716.30	607.00	16.72	1,273.62	5,811.54	4,930.15	54	
Cherokee.....	2	9,191.41	2,000.00	1,900.00	223.96	1.60	.....	4,417.07	1,083.80	58	
Clarinda.....	2	9,965.10	2,100.00	2,732.07	562.35	14.72	.....	5,292.75	4,774.34	43	
Clarion.....	2	4,182.83	1,500.00	1,169.89	445.00	15.63	.....	1,926.29	2,258.54	46	
Clarkeville.....	3	8,653.55	1,500.00	70.00	225.90	1.36	.....	1,737.26	1,858.29	49	
Clarkeville.....	3	4,610.61	1,500.00	100.00	254.00	8.16	.....	1,862.15	2,648.45	41	
Clinton.....	2	29,255.36	2,700.00	4,900.00	1,479.62	280.12	8,950.40	18,310.14	10,945.22	63	
Colfax.....	3	2,630.26	1,600.00	.....	394.00	9.04	.....	1,913.04	2,717.25	41	
Columbus Junction.....	3	8,849.02	1,400.00	140.00	223.00	3.84	.....	1,765.84	2,082.18	46	
Coon Rapids.....	3	2,832.64	1,300.00	100.00	195.00	3.94	.....	1,597.84	1,234.80	56	
Corning.....	3	6,683.61	1,700.00	400.00	358.00	6.88	.....	2,454.83	4,168.13	37	
Correctionsville.....	3	8,582.47	1,400.00	50.00	294.00	2.32	.....	1,686.32	1,846.15	48	
Corwith.....	3	2,635.65	1,100.00	.....	164.00	1.26	.....	1,265.28	1,370.40	48	
Corvallis.....	3	3,612.59	1,400.00	85.58	251.64	3.44	.....	1,691.71	1,920.88	48	
Council Bluffs.....	1	55,456.19	3,100.00	10,840.75	.....	1,008.94	12,680.89	27,875.59	28,080.60	49	Do.
Cresco.....	3	7,848.10	1,900.00	1,178.32	398.00	8.16	.....	3,374.43	4,473.62	32	
Creston.....	3	14,980.29	2,400.00	2,859.77	800.00	188.35	3,491.51	9,719.63	5,260.66	65	
Davenport.....	1	83,628.67	3,200.00	9,799.63	.....	867.63	17,983.56	31,905.82	51,722.75	33	Do.
Decorah.....	2	16,812.95	2,400.00	2,000.00	500.00	18.68	2,816.74	8,135.42	8,677.53	48	
Denison.....	2	8,364.72	2,000.00	1,000.00	360.00	20.51	.....	3,380.51	4,984.21	40	
Des Moines.....	1	384,533.85	3,700.00	45,184.22	900.00	1,871.13	42,363.07	94,018.42	240,515.43	28	Do.
Des Moines.....	1	3,474.98	1,400.00	.....	220.00	4.08	.....	1,624.08	1,850.91	47	
Dewitt.....	3	8,013.51	1,200.00	.....	132.00	2.32	.....	1,834.32	1,679.19	44	
Dexter.....	3	2,762.24	1,300.00	41.62	185.00	1.20	.....	1,537.62	1,224.42	55	
Dows.....	3	30,231.47	3,300.00	15,547.65	.....	670.78	21,370.67	40,899.10	38,342.87	51	
Dubuque.....	1	8,718.13	1,500.00	.....	292.00	4.40	.....	1,786.40	1,931.73	43	
Dunlap.....	3	2,725.03	1,400.00	100.00	176.00	3.04	.....	1,679.04	1,045.99	62	
Dyersville.....	3	2,768.04	1,200.00	.....	158.50	1.04	.....	1,380.54	1,407.50	49	
Earle.....	3	6,470.99	1,800.00	120.00	368.00	11.68	.....	2,590.68	4,181.31	35	
Earlham.....	3	1,328.04	500.00	.....	.....	.....	.....	500.90	627.24	33	Presidential Jan. 1, 1901.
Edgewood.....	3	1,017.96	.....	30.00	.....	2.32	.....	682.32	465.66	52	Do.
Edon.....	3	2,828.67	1,300.00	90.00	178.78	3.76	.....	1,567.49	1,261.38	55	
Elkton.....	3	8,119.97	1,800.00	60.00	360.00	10.32	.....	2,280.32	3,896.65	36	
Elkader.....	3	8,072.38	1,300.00	40.00	227.00	2.96	.....	1,592.87	1,502.51	51	
Elma.....	3	2,461.61	1,100.00	30.00	225.00	1.60	.....	1,366.60	1,095.01	55	

Enneburg	8,190.85	2,000.00	1,000.00	403.00	13.52	8,416.52
Entherville	8,386.57	1,900.00	1,185.73	362.69	12.56	4,774.38
Extra	6,583.46	1,900.00	.....	700.00	12.06	2,400.00
Fairfield...	17,238.45	2,000.00	2,248.97	700.00	23.52	2,632.46
Fanning	8,026.46	1,900.00	1,000.00	180.00	1.92	7,801.20
Fayette	8,945.46	1,900.00	1,000.00	220.00	1.92	8,473.33
Fonda	8,945.46	1,900.00	1,000.00	220.00	1.92	8,473.33
Fort Dodge	9,490.52	1,900.00	1,000.00	220.00	12.44	1,674.92
Fort Dodge	9,490.52	1,900.00	1,000.00	220.00	12.44	1,674.92
Fort Madison	13,253.94	2,300.00	4,149.38	800.00	18.90	8,859.88
Gladbrook	2,768.26	1,300.00	2,130.83	800.00	119.57	10,104.13
Gladbrook	2,869.00	1,300.00	80.00	282.00	1.52	1,830.00
Glenwood	5,575.81	1,700.00	.....	142.70	1.52	1,844.22
Glenwood	5,575.81	1,700.00	.....	142.70	1.52	1,844.22
Glover	2,908.60	1,100.00	50.00	282.68	3.32	1,916.08
Glover	2,908.60	1,100.00	50.00	282.68	3.32	1,916.08
Grand Junction	2,168.62	1,000.00	.....	107.00	1.92	1,108.92
Greene	2,775.17	1,200.00	.....	188.33	4.88	1,393.21
Greene	2,854.81	1,400.00	40.00	225.00	3.64	1,667.24
Grinnell	13,656.66	1,900.00	2,048.92	350.00	157.48	7,482.60
Grinnell	13,656.66	1,900.00	2,048.92	350.00	157.48	7,482.60
Grundy Center	4,081.33	1,300.00	210.00	303.00	2.58	2,015.56
Grundy Center	4,257.52	1,500.00	300.00	247.21	1.78	2,048.97
Guthrie Center	1,941.82	1,000.00	.....	116.00	2.88	1,118.88
Guthrie Center	1,941.82	1,000.00	.....	116.00	2.88	1,118.88
Guttenberg	4,734.94	1,600.00	60.00	294.00	6.56	1,960.56
Hamburg	6,979.40	1,800.00	122.75	358.00	5.04	2,315.79
Hampton	5,940.00	1,700.00	40.00	331.00	6.24	2,077.24
Harlan	8,454.09	1,600.00	.....	250.00	2.88	1,682.88
Harley	4,895.99	1,600.00	400.00	274.00	4.88	2,278.88
Hawarden	2,437.03	1,300.00	50.00	184.00	3.62	1,847.52
Hedrick	2,926.75	1,300.00	.....	190.00	1.88	1,490.88
Hedrick	2,926.75	1,300.00	.....	190.00	1.88	1,490.88
Holstein	1,431.40	1,000.00	.....	174.00	16.96	1,181.24
Holstein	1,431.40	1,000.00	.....	174.00	16.96	1,181.24
Hubbard	1,987.34	1,000.00	40.00	294.00	4.72	2,088.72
Hull	5,838.04	1,700.00	100.00	183.64	4.72	3,796.32
Humboldt	2,619.04	1,200.00	100.00	331.00	5.04	1,164.24
Humboldt	2,619.04	1,200.00	100.00	331.00	5.04	1,164.24
Independence	10,492.81	2,200.00	1,532.60	500.00	18.16	2,036.04
Independence	7,757.54	1,900.00	67.50	294.00	9.20	6,006.36
Indiana	33,983.35	2,700.00	4,296.84	1,296.80	558.89	2,274.70
Iowa City	9,119.26	2,000.00	1,000.00	459.65	27.12	14,905.67
Iowa Falls	2,033.66	1,000.00	.....	170.00	64.02	3,486.77
Ireton	8,974.33	1,800.00	40.00	240.00	11.60	1,270.64
Jefferson	2,540.70	1,200.00	.....	215.00	2.32	2,051.60
Jewell	46,267.73	3,100.00	7,349.72	158.11	653.17	6,922.73
Keokuk	3,251.02	1,400.00	105.00	99.44	3.92	1,457.32
Keosauqua	2,698.17	1,200.00	50.00	195.99	1.60	1,063.36
Keota	2,546.19	1,200.00	.....	348.00	8.88	1,347.13
Kingsley	6,428.31	1,700.00	600.00	9.20	9.20	1,347.13
Knoxville	5,238.35	1,700.00	7.50	332.99	8.24	1,493.87
Lake City	3,099.48	1,400.00	130.00	137.78	3.52	2,757.20
Lake Mills	4,716.70	1,500.00	.....	210.00	2.88	3,671.11
Lamoni	3,186.52	1,400.00	180.00	250.00	3.76	2,048.73
Lansing	3,276.46	1,400.00	10.00	223.00	3.76	1,721.88
Laporte City	.....	.....	.....	.....	.....	1,712.88

In Government building.

Presidential, Apr. 1, 1901.

In Government building.

	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Story City	3	\$2,337.76	\$1,100.00	\$25.00	\$150.00	\$1.52	\$1,286.52	\$1,051.24	55	Presidential Oct. 1, 1900.
Strawberry Point.....	3	2,411.28	1,100.00	.....	131.02	1.26	.....	1,232.30	1,178.98	51
Stuart.....	3	3,467.97	1,600.00	300.00	416.00	3.12	.....	2,325.04	2,142.93	52
Sumner.....	3	4,471.42	1,400.00	300.00	250.00	9.04	.....	1,983.12	1,508.30	56
Sutherland.....	3	2,076.55	1,100.00	.....	144.00	1.28	.....	1,245.28	1,831.27	60
Tabor.....	3	2,902.72	1,400.00	40.00	234.23	5.04	.....	1,679.32	1,223.40	53
Tama.....	3	5,076.56	1,700.00	300.00	254.00	11.84	.....	2,265.84	2,810.72	45
Tipton.....	3	7,094.15	1,800.00	250.00	257.30	7.28	.....	2,314.56	4,784.57	33
Toledo.....	3	6,330.29	1,800.00	.....	358.00	9.36	.....	2,167.86	4,162.93	34
Traer.....	3	4,101.30	1,500.00	40.00	258.00	3.76	.....	1,801.76	2,293.54	44
Valley Junction.....	3	1,738.14	1,750.00	26.63	188.25	4.88	.....	969.76	788.38	56
Village.....	3	5,622.26	1,700.00	320.00	296.00	8.09	.....	2,824.08	8,196.18	42
Vinton.....	3	8,331.80	1,900.00	.....	411.55	13.04	.....	2,824.59	6,007.21	28
Wall Lake.....	3	2,253.17	1,100.00	60.00	148.10	4.96	.....	1,313.06	940.12	58
Walnut.....	3	2,541.27	1,200.00	.....	190.85	2.16	.....	1,393.01	1,148.26	55
Wapello.....	3	3,949.58	1,400.00	60.00	161.44	2.88	.....	1,624.32	1,325.26	41
Washington.....	2	10,517.09	2,100.00	2,000.00	470.65	14.83	.....	4,586.48	5,981.61	44
Waterson.....	2	35,814.09	2,800.00	5,498.91	1,234.11	421.99	\$6,124.59	16,078.60	19,784.49	45	
Waukon.....	3	8,102.88	1,600.00	300.00	304.00	4.80	.....	2,208.80	2,631.82	46
Waverly.....	3	4,840.62	1,900.00	200.00	390.00	10.40	.....	2,490.40	5,612.48	31
Webster City.....	3	14,907.74	2,400.00	2,332.60	600.00	131.32	3,408.11	8,872.03	6,085.71	60	
Westbranch.....	3	2,264.23	1,100.00	.....	169.00	3.48	.....	1,269.48	994.76	56
West Liberty.....	3	4,589.17	1,500.00	170.00	234.00	5.62	.....	2,027.52	2,561.65	44
West Union.....	3	5,397.09	1,700.00	116.55	351.00	5.04	.....	2,152.59	3,245.30	40
Whatcheer.....	3	2,883.45	1,200.00	20.00	198.00	1.84	.....	1,728.64	1,483.43	42
Williamsburg.....	3	2,819.25	1,300.00	75.00	178.00	4.54	.....	1,896.84	1,368.62	49
Wilton Junction.....	3	511.67	275.00	.....	198.00	1.92	.....	1,877.24	1,242.01	54
Winfield.....	3	7,124.97	1,800.00	150.00	400.00	7.92	.....	2,275.16	2,286.51	54
Winterset.....	3	8,877.43	1,500.00	40.00	302.00	3.44	.....	2,357.92	4,767.05	53
Woodbine.....	3	.....	.....	.....	.....	.....	.....	1,845.44	2,031.99	48
Total .....	.....	2,264,784.15	397,525.00	243,099.16	70,527.20	12,686.08	248,292.84	972,129.78	1,292,654.37	43
KANSAS.											
Abilene	2	11,492.63	2,200.00	2,032.60	300.00	33.96	1,008.52	5,570.08	5,912.55	49	In Government building.
Alma.....	3	2,833.08	1,200.00	60.00	164.60	4.84	.....	1,429.44	1,403.64	50
Anthony.....	3	4,556.70	1,500.00	60.00	277.00	6.90	.....	1,843.80	2,712.90	40
Argentine.....	3	4,831.60	1,600.00	.....	232.39	29.68	.....	1,862.07	2,969.53	39
Arkansas City.....	2	13,740.56	2,400.00	2,068.90	508.75	77.92	8,621.98	9,307.53	4,433.08	68	
Atchison.....	2	38,917.01	2,800.00	6,165.23	.....	399.72	8,009.39	17,844.34	19,572.67	47

Augusta.	1,200.00	10.00	158.15	15.52	1,388.67	1,244.45
Adel.	1,400.00	40.00	140.00	7.84	1,581.76	1,067.44
Baldwin.	1,400.00	.....	136.00	7.84	1,542.84	2,484.04
Batter Springs.	1,300.00	60.00	48.45	10.69	1,416.14	7,381.65
Belleville.	1,500.00	.....	285.00	8.16	1,810.16	2,698.12
Beloit.	2,000.00	1,000.00	300.00	27.86	3,327.86	7,980.26
Blue Rapids.	1,200.00	200.00	141.00	8.60	1,384.60	1,624.26
Bloomington.	1,500.00	40.00	160.00	8.72	1,618.72	2,481.27
Burlingame.	1,700.00	150.00	238.00	12.16	2,190.16	4,005.10
Burlington.	1,100.00	240.00	238.00	12.16	1,776.47	1,048.97
Burlington.	1,100.00	.....	74.95	1.52	1,214.88	2,464.16
Canby.	1,500.00	550.00	352.00	12.88	2,414.88	2,464.16
Camp.	1,200.00	.....	151.75	4.64	1,356.89	1,240.56
Casper City.	1,300.00	40.00	245.98	8.68	1,559.47	1,181.66
Cathlamet.	1,200.00	40.00	149.70	2.72	1,359.42	1,366.66
Chambers.	1,000.00	1,500.00	420.00	21.52	3,941.92	5,047.27
Charlotte.	1,100.00	170.00	174.00	7.20	1,451.20	1,390.19
Cherokee.	1,800.00	170.00	300.00	17.68	2,287.68	4,320.28
Cherryvale.	1,500.00	150.00	182.00	8.00	1,840.00	2,201.90
Cheyenne.	1,800.00	150.00	182.00	8.00	2,164.00	4,741.42
Cheyenne.	2,000.00	1,516.30	400.00	18.13	3,922.88	1,097.60
Clay Center.	1,300.00	80.00	140.00	2.88	1,442.88	1,967.60
Clifton.	1,500.00	130.00	176.00	7.44	1,618.44	1,906.76
Clifton.	2,000.00	2,000.00	240.00	15.60	5,692.66	6,013.72
Colby.	1,200.00	250.00	180.00	2.82	1,632.82	1,383.50
Columbia.	1,800.00	85.00	112.00	20.56	2,017.56	4,565.70
Concordia.	1,500.00	1,632.60	405.00	20.08	4,057.68	5,450.43
Cottonwood Falls.	1,300.00	70.00	254.88	4.24	1,629.12	1,220.00
Council Grove.	1,700.00	300.00	169.00	9.76	2,178.76	3,002.06
Council Grove.	1,600.00	355.00	359.98	11.28	2,328.26	1,440.31
Dodge City.	1,300.00	60.00	196.00	2.88	1,568.88	2,681.86
Downs.	1,900.00	145.00	159.37	15.82	2,124.29	5,140.49
Edwards.	1,100.00	50.30	164.00	3.60	1,317.60	1,186.30
Ellinwood.	1,200.00	40.00	196.00	4.08	1,440.08	1,356.88
Ellis.	1,600.00	250.00	800.00	6.56	3,906.56	8,294.45
Ellsworth.	2,600.00	3,856.89	600.00	196.06	12,649.96	10,657.41
Emporia.	1,400.00	.....	100.00	2.24	1,202.24	1,154.46
Enterprise.	1,400.00	180.00	176.00	5.12	1,761.12	1,487.42
Erie.	1,600.00	200.00	358.00	10.72	2,268.72	4,078.16
Eureka.	1,700.00	50.00	196.00	4.56	1,560.56	1,149.08
Florence.	1,500.00	40.00	.....	7.36	1,147.36	7,728.08
Fort Leavenworth.	2,500.00	8,500.00	216.45	216.45	11,697.14	6,848.70
Fort Scott.	1,400.00	40.00	280.00	6.36	1,676.36	1,981.15
Frankfort.	1,400.00	40.00	191.46	6.72	1,638.18	3,041.34
Frankton.	2,400.00	2,700.00	1.00	37.61	7,051.33	8,224.86
Galena.	1,700.00	184.00	240.00	6.56	2,180.56	2,798.81
Garden City.	1,700.00	167.22	383.00	15.54	2,216.06	3,863.86
Garnett.	2,000.00	1,600.00	320.00	27.26	3,847.26	5,953.72
Girard.	1,800.00	150.00	174.00	4.56	1,628.56	1,090.45
Goodland.	1,700.00	286.00	236.00	12.88	2,098.88	5,761



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Elwatha.....	2	\$8,481.10	\$2,000.00	\$1,949.54	\$500.00	\$15.36		\$4,464.90	\$3,966.20	53	
Holton.....	3	8,021.76	1,900.00	40.00	460.00	17.28		2,417.28	6,604.48	30	
Horton.....	3	6,025.00	1,700.00	40.00	161.00	13.20		1,904.20	4,130.80	32	
Howard.....	3	3,673.97	1,500.00	30.00	220.00	3.60		1,703.60	1,920.37	46	
Humboldt.....	3	3,824.94	1,400.00	30.00	175.20	4.08		1,629.28	1,695.66	48	
Hutchinson.....	2	24,014.20	2,600.00	3,562.27	900.00	280.80	\$6,576.16	12,669.29	11,154.91	54	
Independence.....	2	10,253.73	2,200.00	1,998.91	420.00	26.16	1,068.42	6,698.49	4,615.24	56	
Jola.....	2	11,020.88	2,200.00	1,168.06	390.00	49.53	1,068.42	7,777.69	7,243.29	54	
Jewell.....	3	2,853.07	1,200.00	150.00	174.82	1.20		1,626.02	1,327.06	53	
Junction City.....	2	9,877.86	2,100.00	1,632.60	360.00	30.03	23,498.68	4,122.63	6,245.22	44	
Kansas City.....	2	108,674.84	8,300.00	13,600.51	2,600.00	2,694.32		45,568.51	63,106.33	42	
Kingman.....	3	6,436.74	1,600.00	300.00	300.00	10.80		2,410.80	3,025.94	44	
Klendale.....	3	3,219.79	1,200.00	90.00	174.00	3.36		1,467.36	1,752.43	46	
Kiowa.....	3	3,665.44	1,400.00	160.00	171.00	6.84		1,786.54	1,928.60	47	
Kirwin.....	3	2,108.71	1,100.00	62.36	116.00	1.12		1,279.46	1,829.25	61	
Lacrosse.....	3	2,507.25	1,100.00	100.00	110.00	6.64		1,210.64	1,296.61	48	
Lacygne.....	3	2,797.96	1,300.00	80.00	164.00	5.36		1,549.36	1,248.60	55	
Larned.....	3	2,266.49	1,600.00	130.00	264.00	7.52		1,991.52	3,274.97	57	
Lawrence.....	2	32,896.76	2,800.00	5,648.08	1,500.00	519.71	8,063.72	18,663.51	13,623.25	53	In Government building.
Leavenworth.....	2	36,861.45	2,800.00	6,239.48	123.00	822.03	9,525.52	16,664.42	16,664.42	57	
Lebanon.....	3	3,049.13	1,300.00	250.00	217.25	1.86		1,424.36	1,624.77	47	
Lincoln.....	3	3,791.61	1,400.00	200.00	223.00	3.84		1,571.09	2,220.52	49	
Lindsborg.....	3	4,036.66	1,500.00	200.00	223.00	4.16		1,727.16	2,310.50	50	
Lyndon.....	3	2,812.62	1,200.00	190.00	190.00	3.92		1,393.92	1,418.70	50	
Lyon.....	3	6,467.25	1,700.00	231.80	251.80	8.40		2,530.20	3,937.06	57	
McPherson.....	2	10,233.58	2,100.00	2,100.00	480.00	19.33		4,113.33	6,120.25	43	
Manhattan.....	2	10,718.58	2,200.00	2,020.00	421.00	27.98		4,680.23	8,038.35	46	
Manhattan.....	2	10,718.58	2,200.00	2,020.00	421.00	27.98		4,680.23	8,038.35	46	
Marion.....	3	2,862.94	1,500.00	160.00	253.00	4.16		2,116.14	2,150.82	43	
Marysville.....	3	6,346.74	1,700.00	160.00	253.00	8.64		2,116.14	3,150.62	43	
Medicine Lodge.....	3	6,308.49	1,300.00	40.00	395.00	17.53		2,084.46	3,224.03	30	
Minneapolis.....	3	2,522.10	1,200.00	200.00	173.25	7.12		1,660.41	1,263.69	53	
Mount City.....	3	2,836.89	1,100.00	100.00	268.20	7.38		1,072.56	1,764.33	53	
National Military	3	2,836.81	1,100.00	100.00	146.00	2.38		1,248.36	1,588.45	57	
Neodesha.....	3	2,759.61	1,200.00	200.00	146.00	5.36		1,466.36	1,304.25	51	
Newton.....	3	8,720.80	1,400.00	10.00	145.00	9.36		1,564.36	2,156.44	42	Presidential, Jan. 1, 1901.
Newton.....	3	1,114.81	500.00	70.00	70.00	5.56		575.56	539.25	52	
Newton.....	3	12,523.64	2,300.00	2,448.15	400.00	55.33	3,660.33	8,874.83	3,654.81	71	
Nicherson.....	3	2,300.00	1,300.00	147.70	147.70	8.02		1,351.22	1,028.89	47	
Norton.....	3	4,816.91	1,400.00	120.00	232.00	3.64		1,361.04	2,355.26	45	
Oberlin.....	3	3,743.61	1,500.00	500.00	223.00	1.84		2,224.84	1,518.67	63	

Do

2	Olathe.....	9, 114.23	2, 000.00	1, 000.00	260.00	37.54	5, 297.54	5, 816.67	35
2	Osaage City.....	4, 413.13	1, 600.00	10.00	185.51	23.35	2, 594.27	2, 594.27	41
3	Oswatimie.....	6, 254.43	700.00	60.00	174.00	31.04	8, 289.39	8, 289.39	37
3	Osborne.....	4, 274.25	1, 500.00	130.00	196.00	4.88	2, 441.37	2, 441.37	48
3	Oskaloosa.....	2, 414.79	1, 100.00	.....	175.00	2.16	1, 137.63	1, 137.63	53
3	Oswego.....	6, 837.51	1, 700.00	150.00	235.21	15.20	2, 100.41	8, 837.10	53
2	Ottawa.....	17, 460.84	2, 800.00	2, 748.80	660.00	235.00	10, 682.59	8, 778.25	61
2	Paola.....	18, 179.31	1, 900.00	2, 135.00	186.00	27.20	2, 248.20	5, 536.86	29
3	Parsons.....	4, 397.72	1, 600.00	70.00	258.24	6.72	10, 051.17	8, 128.14	55
3	Peabody.....	8, 698.12	1, 500.00	300.00	288.00	8.52	2, 091.52	2, 462.76	44
2	Phillipsburg.....	15, 838.30	2, 400.00	2, 700.00	350.00	85.45	10, 267.65	5, 670.62	58
2	Pittsburg.....	8, 811.08	1, 300.00	40.00	174.82	5.44	1, 950.34	1, 624.57	51
3	Pleasanton.....	8, 811.08	1, 300.00	40.00	174.82	5.44	1, 950.34	1, 624.57	51
3	Pratt.....	8, 829.10	1, 500.00	170.70	275.00	4.00	1, 892.00	2, 137.10	44
3	Russell.....	8, 829.10	1, 500.00	45.00	245.00	4.48	1, 892.00	2, 137.10	44
3	Sabetha.....	8, 204.60	1, 300.00	100.00	175.51	4.96	1, 872.98	1, 627.15	48
3	St. John.....	8, 639.55	1, 400.00	150.00	175.27	6.08	1, 757.47	1, 627.15	48
3	St. Marys.....	30, 466.25	2, 700.00	3, 698.62	175.27	62.20	10, 131.24	1, 904.20	33
3	Salina.....	2, 715.63	1, 300.00	50.00	138.20	4.08	20, 385.01	20, 385.01	33
3	Sedgwick.....	2, 136.36	1, 000.00	.....	164.00	2.16	1, 222.35	1, 222.35	55
3	Seneca.....	6, 351.65	1, 700.00	40.00	260.00	8.80	1, 166.16	1, 970.20	55
3	Smith Center.....	8, 699.97	1, 300.00	250.00	290.00	2.16	2, 038.80	8, 812.85	35
3	Stadford.....	8, 046.11	1, 300.00	40.00	846.00	4.40	2, 000.40	1, 699.57	56
3	Sterling.....	6, 868.45	1, 700.00	100.00	162.00	1.75	1, 508.76	1, 542.35	49
3	Stockton.....	8, 269.97	1, 400.00	60.00	284.00	9.28	2, 038.28	8, 825.87	35
3	Tonganoxie.....	1, 680.17	750.00	30.00	228.80	2.40	1, 783.60	1, 556.87	53
1	Topeka.....	142, 296.07	8, 400.00	18, 150.43	1, 724.00	1, 282.61	782.40	97, 653.16	47
1	Troy.....	2, 142.77	1, 200.00	60.00	131.00	6.32	44, 644.91	97, 653.16	31
3	Valley Falls.....	3, 185.06	1, 400.00	200.00	189.78	4.00	1, 397.82	1, 156.45	55
3	Wamego.....	8, 573.39	1, 400.00	250.00	200.00	6.75	1, 798.78	1, 891.28	55
3	Washington.....	4, 552.18	1, 600.00	100.00	200.00	5.28	1, 555.76	1, 517.63	55
3	Waverly.....	3, 190.25	750.00	100.00	217.20	6.75	1, 922.48	2, 629.70	42
3	Weir.....	6, 097.07	1, 600.00	.....	209.00	17.68	889.49	889.49	47
3	Wellington.....	11, 206.24	2, 100.00	1, 999.16	34.14	17.68	1, 625.68	3, 270.89	36
1	Wichita.....	73, 755.02	8, 200.00	10, 492.31	875.00	34.14	4, 408.30	6, 797.94	39
2	Wilson.....	3, 155.05	1, 400.00	.....	160.00	1.84	28, 109.53	45, 646.49	33
3	Winfield.....	16, 320.92	2, 400.00	2, 676.23	700.00	63.29	10, 546.09	1, 588.21	50
3	Yates Center.....	4, 306.75	1, 600.00	210.00	225.00	7.52	10, 546.09	6, 774.23	65
3	Total.....	1, 192, 052.00	224, 900.00	129, 196.21	36, 563.90	8, 547.35	532, 991.26	2, 264.23	47
KENTUCKY.									45
2	Ashland.....	12, 105.92	2, 300.00	2, 120.91	600.00	47.98	7, 197.55	4, 908.36	59
3	Augusta.....	3, 417.63	1, 400.00	250.00	132.72	12.16	1, 794.88	1, 622.15	53
3	Bardotown.....	3, 760.36	2, 300.00	40.00	136.00	7.92	1, 683.92	2, 076.44	45
2	Bowling Green.....	2, 17, 160.87	2, 300.00	2, 414.92	670.00	305.88	9, 256.23	7, 904.64	54
3	Campbellville.....	2, 238.34	1, 100.00	300.00	115.69	9.00	1, 524.69	713.65	68
3	Carlisle.....	3, 735.67	1, 400.00	532.62	282.79	12.48	2, 227.89	1, 507.78	60
3	Carrollton.....	3, 758.72	2, 100.00	210.00	284.00	13.20	1, 957.20	1, 801.52	52
3	Cattletburg.....	4, 721.06	1, 600.00	60.00	284.43	25.36	1, 949.84	2, 771.24	41

In Government building.

**Presidential, Oct. 1, 1900.
In Government building.**

Presidential, Oct. 1, 1900.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KENTUCKY—cont'd.											
Central City.....	3	\$2,192.33.	\$1,100.00	\$140.00	\$96.00	\$4.48		\$1,340.48	\$851.85	61	
Clinton.....	3	3,011.75	1,800.00	40.00	176.84	9.26		1,526.10	1,485.65	51	
Cloverport.....	3	2,222.69	1,100.00	110.00	101.72	3.52		1,315.24	907.45	59	
Covington.....	3	66,072.07	3,200.00	7,300.00		855.22	\$16,668.58	26,923.75	39,148.32	41	
Cynthiana.....	3	7,288.42	1,800.00		368.00	29.36		2,787.36	4,502.06	38	
Danville.....	2	10,470.92	1,200.00	1,544.61	600.00	61.79		4,306.40	6,164.52	41	
Earlington.....	3	2,849.09	1,200.00		184.50	6.40		1,890.90	1,058.19	49	
Elizabethtown.....	3	4,013.32	1,500.00	350.00	185.94	12.96		2,048.90	1,964.42	51	
Elkton.....	3	2,899.89	1,400.00	960.00	150.87	6.40		1,974.04	986.85	68	
Eminence.....	3	3,421.00	1,400.00	256.00	145.28	9.62		1,917.27	1,503.73	56	
Falmouth.....	3	2,520.69	1,100.00	250.00		8.56		1,589.80	1,080.89	61	
Flemingsburg.....	2	3,059.88	1,300.00	3,865.20	143.00	183.88	4,239.98	1,706.56	1,353.32	56	
Frankfort.....	2	22,134.16	2,600.00					10,891.01	11,743.15	47	
Franklin.....	3	4,854.76	1,600.00	200.00	249.28	13.28		1,922.56	2,892.19	40	
Fulton.....	3	6,710.31	1,800.00	249.96	280.00	22.48		2,362.44	4,357.87	35	
Georgetown.....	3	7,718.86	1,800.00	499.92	310.00	46.48		2,656.40	5,062.46	34	
Glasgow.....	3	4,494.92	1,600.00	1,000.00	301.20	12.72		2,913.92	1,581.00	55	
Greenville.....	3	2,447.96	1,100.00	120.00	140.00	6.40		1,368.40	1,081.56	55	
Guthrie.....	3	2,064.88	1,100.00	200.00	150.32	12.11		1,422.63	892.25	71	
Harrodsburg.....	3	18,808.30	1,700.00	850.00	365.00	21.84	3,876.57	9,893.04	8,915.26	52	
Henderson.....	2	18,986.27	2,500.00	2,749.08	425.00	879.39		9,893.04	1,055.32	52	
Hickman.....	3	7,707.92	1,200.00	68.00	168.00	5.44		1,536.44	1,271.13	53	
Hopkinsville.....	2	12,109.80	2,800.00	2,800.00	708.90	144.21		5,049.89	6,059.44	57	
Lagerange.....	3	2,707.79	1,200.00	200.00	123.13	4.94		1,383.77	1,324.02	57	
Lancaster.....	3	2,490.16	1,200.00	250.00	234.86	10.16		1,084.06	1,406.09	60	
Lawrenceburg.....	3	2,744.42	1,200.00	400.78	223.00	16.12		1,231.57	1,512.85	62	
Lebanon.....	3	5,271.82	1,700.00	150.00	324.75	16.12		1,271.27	4,000.55	52	
Letchfield.....	3	6,414.08	1,400.00	150.00	110.00	757.96	11,707.42	95,793.97	41,020.62	53	Do.
Lexington.....	1	67,419.08	3,100.00	10,201.69				1,938.79	1,180.29	67	
Linton.....	3	8,348.13	1,400.00	350.00	167.50	757.96		1,938.79	1,180.29	67	
Louisville.....	1	502,580.41	4,000.00	95,800.79	1,855.00	4,220.36	105,889.12	211,320.77	291,259.64	47	Do.
Ludlow.....	3	5,480.16	1,400.00	80.00	158.00	10.16		1,034.54	1,385.10	47	
Madisonville.....	3	5,424.13	1,200.00	60.00	284.00	12.16		1,034.54	1,385.10	38	
Marionville.....	3	6,655.29	1,300.00	950.00	110.05	6.44		1,546.69	1,098.50	59	
Martinsburg.....	2	12,876.98	2,400.00	3,273.63	700.00	69.84	2,766.98	9,200.45	3,676.54	71	
Marysville.....	3	7,700.98	2,000.00	1,500.00	445.20	87.16		4,032.36	3,668.62	52	
Meadowdale.....	2	4,631.65	1,600.00	80.00	284.00	29.19		1,948.19	2,683.46	54	
Middlesboro.....	3	2,667.62	1,200.00		119.80	12.72		1,482.02	1,285.60	54	
Millersburg.....	3	2,890.92	1,000.00		110.12	7.04		1,117.16	1,773.76	48	
Morganfield.....	3	6,694.67	1,500.00	200.00	278.00	7.68		1,965.68	1,710.99	54	
Mount Sterling.....	3	8,534.40	1,900.00	450.00	400.00	58.98		2,808.98	5,725.44	33	

In Government building.

Do.

Do.

Do.

1	Murray	2,861.07	1,200.00	300.00	1,455.00	5.92	.....	1,650.92	1,270.15	58
2	Newport	46,142.73	3,100.00	8,392.65	1,070.56	641.95	.....	29,573.80	18,548.98	61
3	Nicholls	4,119.77	1,500.00	400.00	274.59	15.36	.....	2,189.96	1,923.82	53
4	Ochsboro	22,908.14	2,600.00	4,400.00	.....	184.97	5,797.91	12,982.88	9,926.26	57
5	Owington	2,777.85	1,100.00	4,050.00	.....	7.20	.....	1,846.98	980.87	66
6	Peach	96,568.65	2,100.00	4,050.00	.....	621.10	7,069.73	14,640.83	21,922.82	60
7	Paris	10,734.81	2,100.00	1,816.31	489.30	109.39	.....	4,515.00	6,219.81	42
8	Peruville	2,217.63	1,100.00	1,800.00	129.64	7.28	.....	1,336.92	1,890.76	60
9	Prieston	8,918.82	1,500.00	460.00	180.00	16.83	.....	1,946.39	2,580.54	50
10	Richmond	8,090.18	1,800.00	300.00	275.00	48.64	.....	2,408.64	5,681.54	30
11	Russellville	6,698.81	1,800.00	300.00	.....	25.76	.....	2,227.76	2,472.05	47
12	Shelbyville	6,645.42	1,800.00	300.00	860.00	25.84	.....	2,485.84	4,156.58	37
13	Somerset	6,019.39	1,700.00	381.45	261.51	26.56	.....	2,369.52	3,649.87	39
14	Springfield	2,260.77	1,200.00	180.00	166.06	5.84	.....	1,531.89	1,698.88	69
15	Stanford	3,588.58	1,500.00	120.00	285.00	8.48	.....	1,913.48	1,673.08	53
16	Stanton	2,240.98	1,100.00	260.00	134.75	10.24	.....	1,504.99	2,306.81	67
17	Vanceburg	5,160.05	1,800.00	350.00	377.00	26.24	.....	2,383.24	1,316.53	45
18	Versailles	2,918.41	1,300.00	150.00	144.20	7.68	.....	1,601.83	1,408.47	56
19	Williamsburg	8,719.34	2,000.00	1,798.90	460.00	51.97	.....	4,310.87	1,922.88	49
20	Winchester	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Total	1,078,680.61	114,100.00	165,783.60	18,770.31	9,476.20	178,989.43	487,108.54	591,551.07	45
LOUISIANA.										
1	Abbeville	3,087.90	1,100.00	50.00	108.80	8.86	.....	1,262.68	1,775.22	42
2	Alexandria	10,896.25	2,100.00	2,096.65	.....	62.64	.....	4,261.29	6,134.96	41
3	Amite City	2,950.93	1,300.00	250.00	118.96	17.52	.....	1,686.47	1,264.46	57
4	Archie	1,277.79	500.00	40.00	.....	3.44	.....	568.44	1,684.35	31
5	Baton Rouge	17,485.82	2,500.00	2,523.91	.....	276.46	3,249.54	8,549.91	8,885.91	46
6	Clinton	2,324.44	1,100.00	75.98	77.00	1.20	.....	1,259.70	1,064.74	54
7	Covington	1,832.68	750.00	.....	.....	34.96	.....	751.20	1,081.46	41
8	Crowley	10,343.99	1,900.00	176.00	846.8	27.60	.....	2,456.61	7,897.38	24
9	Dallas	5,778.40	1,600.00	200.00	244.15	25.60	.....	2,071.75	3,705.65	36
10	Donaldsonville	5,627.53	1,700.00	220.00	256.00	9.38	.....	2,201.60	3,425.94	31
11	Franklin	3,897.15	1,400.00	162.75	162.75	16.48	.....	1,672.11	1,815.04	46
12	Houma	4,894.91	1,600.00	50.00	186.91	12.88	.....	1,862.48	3,032.43	38
13	Jennette	3,733.50	1,400.00	50.00	127.00	11.20	.....	1,598.88	2,143.62	43
14	Jennings	4,423.80	1,400.00	60.00	147.00	20.80	.....	1,618.20	2,806.60	37
15	Lafayette	4,178.42	1,500.00	120.80	120.80	20.25	.....	1,641.60	2,531.82	34
16	Lake Charles	14,861.01	2,300.00	876.15	139.25	2.16	.....	5,082.83	9,818.18	39
17	Lake Providence	2,364.46	1,000.00	156.66	.....	3.44	.....	1,158.63	1,185.63	49
18	Leesville	1,179.15	500.00	70.00	174.00	6.00	.....	623.44	1,565.71	58
19	Mandeville	2,942.03	1,200.00	150.00	.....	6.56	.....	1,580.00	1,412.03	52
20	Minden	8,016.67	1,100.00	200.00	.....	80.42	.....	1,710.11	1,710.11	43
21	Monroe	13,086.72	2,300.00	1,982.60	.....	18.00	.....	4,318.02	8,762.70	33
22	Morgan City	4,476.59	1,600.00	40.00	183.00	11.34	.....	1,841.00	2,535.59	41
23	Napoleonville	2,014.85	1,100.00	140.00	140.00	10.96	.....	1,311.34	703.51	65
24	Natchitoches	4,556.86	1,600.00	300.00	136.50	10.38	.....	2,047.46	2,508.40	45
25	Natchitoches	8,615.28	1,900.00	240.00	196.00	32.33	.....	2,872.32	6,242.96	28
26	New Iberia	505,924.92	4,000.00	98,876.66	8,426.00	6,826.82	114,080.46	222,158.44	288,766.48	26
27	New Orleans	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	Opelousas	4,562.97	1,400.00	100.00	146.00	13.28	.....	1,717.68	2,875.29	37
29	Pattonville	3,462.16	1,400.00	.....	.....	18.26	.....	1,566.28	1,922.88	46

In Government building.										
Presidential, Jan. 1, 1901.										
In Government building.										
Presidential, Oct. 1, 1900.										
Presidential, Jan. 1, 1901.										
In Government building.										
Do.										
Do.										

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
LOUISIANA—cont'd.											
Plaquemine.....	3	\$6,086.86	\$1,700.00	\$100.00	\$300.00	\$26.32	.....	\$2,128.32	\$3,910.54	35	Presidential, Jan. 1, 1901.
Pollock.....	3	1,072.14	500.00	.....	156.00	1.60	.....	501.60	570.54	37	
Ruston.....	3	5,266.99	1,400.00	850.00	156.00	18.68	.....	1,918.68	3,377.31	36	
St. Francisville.....	3	2,244.44	1,000.00	.....	151.00	2.56	.....	1,303.56	940.88	58	
Shreveport.....	2	47,697.58	2,900.00	8,731.51	240.83	346.98	\$6,676.20	12,652.69	35,044.89	27	In Government building.
Thibodaux.....	2	1,533.21	1,600.00	240.00	240.83	16.72	.....	2,097.55	2,435.66	46	
Whitecastle.....	3	2,368.94	1,100.00	.....	152.00	7.92	.....	1,259.92	1,109.02	53	
Total.....	.....	721,969.33	83,760.00	109,555.74	7,384.24	8,116.26	122,935.19	302,211.43	419,757.90	42	
MAINE.											
Auburn.....	2	20,507.36	2,600.00	3,548.90	900.00	507.47	6,176.91	13,733.28	6,774.08	67	In Government building.
Augusta.....	1	126,920.04	3,300.00	30,299.00	.....	1,106.63	7,559.28	42,264.91	84,655.13	33	Do.
Bangor.....	1	67,735.16	3,200.00	11,407.88	.....	682.43	11,649.44	26,989.76	40,746.41	40	Do.
Bar Harbor.....	2	12,177.32	2,800.00	2,249.54	726.94	321.96	1,901.17	7,499.61	4,677.71	62	Do.
Bath.....	2	17,907.54	2,500.00	8,115.22	.....	282.96	4,152.17	10,000.35	7,907.19	56	Do.
Belfast.....	3	8,193.91	2,000.00	1,400.00	.....	26.48	2,627.20	6,053.68	2,140.23	74	
Berwick.....	3	2,202.05	1,000.00	.....	164.00	8.96	.....	1,172.96	1,029.09	53	
Bethel.....	3	3,290.10	1,400.00	100.00	200.00	8.56	4,604.56	1,708.55	1,581.55	52	
Biddeford.....	2	12,084.77	2,800.00	2,249.00	925.00	134.25	.....	10,212.81	1,871.96	80	
Boothbay Harbor.....	3	8,200.73	1,800.00	250.00	137.00	9.12	.....	1,696.12	1,504.61	53	
Bridgton.....	3	8,576.58	1,500.00	120.00	185.00	10.56	.....	1,815.56	1,760.97	51	
Brunswick.....	3	11,290.70	2,200.00	1,932.60	600.00	55.41	3,499.84	8,297.85	2,942.85	74	
Bucksport.....	2	3,346.45	1,400.00	300.00	204.00	10.72	.....	1,914.72	1,431.73	57	
Calais.....	2	8,929.42	2,000.00	1,632.60	540.40	23.28	4,778.82	4,196.28	4,733.14	47	
Canaan.....	2	21,128.64	2,300.00	1,938.90	456.25	23.67	.....	4,778.82	16,349.82	23	
Caribou.....	3	4,384.75	1,500.00	850.00	250.00	5.86	.....	2,105.86	2,279.89	48	
Castine.....	3	2,463.26	1,200.00	.....	.....	5.68	.....	1,257.68	1,206.58	49	Do.
Cumberland Mills.....	3	2,986.64	1,200.00	.....	166.00	14.72	.....	1,380.72	1,605.92	46	
Damascus.....	3	2,155.75	1,000.00	183.15	164.80	5.20	.....	1,353.15	802.60	63	
Dexter.....	3	4,757.45	1,500.00	800.00	304.00	16.48	.....	2,120.48	2,636.97	45	
Dover.....	3	3,472.58	1,300.00	.....	140.00	.....	.....	2,120.48	2,024.18	42	
Eastport.....	3	7,151.33	1,900.00	450.00	.....	20.16	.....	2,870.16	4,781.17	33	Do.
Ellsworth.....	3	6,890.83	1,800.00	700.00	.....	26.32	.....	2,626.32	8,864.51	40	Do.
Fairfield.....	3	4,349.83	1,500.00	100.00	254.00	14.72	.....	1,968.72	2,481.11	43	
Farmington.....	3	6,386.67	1,700.00	250.00	346.00	16.32	.....	2,812.32	8,061.35	43	
Fort Fairfield.....	3	3,299.80	1,300.00	22.50	200.00	4.08	.....	1,626.58	1,772.72	46	
Foxcroft.....	3	6,956.60	1,800.00	.....	208.00	12.88	.....	2,020.88	8,935.72	34	
Freeport.....	3	2,889.91	1,400.00	150.00	250.00	7.76	.....	1,807.76	1,082.15	64	
Gardiner.....	2	10,812.48	2,200.00	2,899.99	600.00	51.93	1,433.02	6,704.94	4,107.54	62	
Gorham.....	2	2,564.94	1,100.00	.....	148.61	8.24	.....	1,252.05	1,302.89	49	

	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.	1938.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.	1949.	1950.	1951.	1952.	1953.	1954.	1955.	1956.	1957.	1958.	1959.	1960.	1961.	1962.	1963.	1964.	1965.	1966.	1967.	1968.	1969.	1970.	1971.	1972.	1973.	1974.	1975.	1976.	1977.	1978.	1979.	1980.	1981.	1982.	1983.	1984.	1985.	1986.	1987.	1988.	1989.	1990.	1991.	1992.	1993.	1994.	1995.	1996.	1997.	1998.	1999.	2000.	2001.	2002.	2003.	2004.	2005.	2006.	2007.	2008.	2009.	2010.	2011.	2012.	2013.	2014.	2015.	2016.	2017.	2018.	2019.	2020.	2021.	2022.	2023.	2024.	2025.	2026.	2027.	2028.	2029.	2030.	2031.	2032.	2033.	2034.	2035.	2036.	2037.	2038.	2039.	2040.	2041.	2042.	2043.	2044.	2045.	2046.	2047.	2048.	2049.	2050.	2051.	2052.	2053.	2054.	2055.	2056.	2057.	2058.	2059.	2060.	2061.	2062.	2063.	2064.	2065.	2066.	2067.	2068.	2069.	2070.	2071.	2072.	2073.	2074.	2075.	2076.	2077.	2078.	2079.	2080.	2081.	2082.	2083.	2084.	2085.	2086.	2087.	2088.	2089.	2090.	2091.	2092.	2093.	2094.	2095.	2096.	2097.	2098.	2099.	2100.	2101.	2102.	2103.	2104.	2105.	2106.	2107.	2108.	2109.	2110.	2111.	2112.	2113.	2114.	2115.	2116.	2117.	2118.	2119.	2120.	2121.	2122.	2123.	2124.	2125.	2126.	2127.	2128.	2129.	2130.	2131.	2132.	2133.	2134.	2135.	2136.	2137.	2138.	2139.	2140.	2141.	2142.	2143.	2144.	2145.	2146.	2147.	2148.	2149.	2150.	2151.	2152.	2153.	2154.	2155.	2156.	2157.	2158.	2159.	2160.	2161.	2162.	2163.	2164.	2165.	2166.	2167.	2168.	2169.	2170.	2171.	2172.	2173.	2174.	2175.	2176.	2177.	2178.	2179.	2180.	2181.	2182.	2183.	2184.	2185.	2186.	2187.	2188.	2189.	2190.	2191.	2192.	2193.	2194.	2195.	2196.	2197.	2198.	2199.	2200.	2201.	2202.	2203.	2204.	2205.	2206.	2207.	2208.	2209.	2210.	2211.	2212.	2213.	2214.	2215.	2216.	2217.	2218.	2219.	2220.	2221.	2222.	2223.	2224.	2225.	2226.	2227.	2228.	2229.	2230.	2231.	2232.	2233.	2234.	2235.	2236.	2237.	2238.	2239.	2240.	2241.	2242.	2243.	2244.	2245.	2246.	2247.	2248.	2249.	2250.	2251.	2252.	2253.	2254.	2255.	2256.	2257.	2258.	2259.	2260.	2261.	2262.	2263.	2264.	2265.	2266.	2267.	2268.	2269.	2270.	2271.	2272.	2273.	2274.	2275.	2276.	2277.	2278.	2279.	2280.	2281.	2282.	2283.	2284.	2285.	2286.	2287.	2288.	2289.	2290.	2291.	2292.	2293.	2294.	2295.	2296.	2297.	2298.	2299.	2300.	2301.	2302.	2303.	2304.	2305.	2306.	2307.	2308.	2309.	2310.	2311.	2312.	2313.	2314.	2315.	2316.	2317.	2318.	2319.	2320.	2321.	2322.	2323.	2324.	2325.	2326.	2327.	2328.	2329.	2330.	2331.	2332.	2333.	2334.	2335.	2336.	2337.	2338.	2339.	2340.	2341.	2342.	2343.	2344.	2345.	2346.	2347.	2348.	2349.	2350.	2351.	2352.	2
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MARYLAND—cont'd.											
Chestertown.....	3	\$5,340.60	\$1,700.00	\$100.83	\$235.50	\$14.64	.....	\$2,050.97	\$3,289.63	38	
Crisfield.....	3	4,088.71	1,500.00	170.00	189.96	7.36	.....	1,867.32	2,221.39	46	
Cumberland.....	3	33,983.50	2,800.00	3,973.63	1,000.00	532.72	\$5,819.70	14,126.06	19,857.45	42	
Denton.....	3	2,987.67	1,300.00	150.00	186.00	6.64	.....	1,682.64	1,305.03	56	
Easton.....	3	8,506.49	1,900.00	500.00	360.00	36.16	.....	2,796.16	6,709.33	33	
Elkton.....	3	4,900.96	1,600.00	250.00	264.73	20.72	.....	2,125.45	2,775.53	43	
Ellicott City.....	3	4,339.11	1,500.00	150.00	264.10	29.04	.....	1,933.14	2,405.97	45	
Emmitsburg.....	3	2,345.88	1,200.00	40.00	120.64	12.48	.....	1,973.12	2,372.76	59	
Frederick.....	2	16,894.17	2,500.00	2,900.00	1,000.00	110.32	3,562.06	10,102.88	6,791.29	60	
Frostburg.....	2	8,371.89	1,800.00	830.12	830.12	26.24	.....	2,406.36	3,965.53	38	
Hagerstown.....	2	24,864.51	2,700.00	4,199.42	850.00	621.20	6,728.69	14,098.31	10,765.20	57	
Havre de Grace.....	2	4,383.95	1,500.00	150.00	147.15	34.40	.....	1,831.55	2,552.40	42	
Laurel.....	3	3,659.93	1,500.00	400.00	174.00	24.16	.....	2,098.16	1,561.77	57	
Lonsaconing.....	3	4,058.09	1,500.00	66.53	211.60	30.31	.....	1,808.49	2,249.60	46	
Oakland.....	3	4,652.35	1,600.00	300.00	222.90	24.72	.....	2,147.62	2,504.73	46	
Pocomoke City.....	3	3,681.94	1,500.00	170.00	242.50	18.40	.....	1,980.90	1,701.04	52	
Port Deposit.....	3	4,369.83	1,400.00	60.00	200.00	21.12	.....	1,631.12	2,688.71	38	
Princess Anne.....	3	3,711.54	1,500.00	300.00	247.11	10.40	.....	2,067.51	1,644.03	55	
Risingaun.....	3	8,066.47	1,100.00	150.00	137.46	2.88	.....	1,390.34	1,676.13	45	
Rockville.....	3	3,302.62	1,400.00	800.00	290.00	26.00	.....	2,516.00	786.62	76	
Salisbury.....	2	9,756.35	2,200.00	2,223.17	400.00	34.72	1,118.56	6,976.45	3,779.90	61	
Snowhill.....	2	3,148.38	1,400.00	200.00	184.55	10.56	.....	1,796.11	1,352.27	57	
Westminster.....	2	11,764.34	2,200.00	2,300.00	460.00	26.68	1,998.99	6,980.67	4,303.67	59	
Total.....		1,454,664.31	55,950.00	268,931.14	31,864.90	20,644.48	387,736.76	745,126.28	709,538.03	51	
MASSACHUSETTS.											
Abington.....	3	3,284.08	1,400.00	.....	240.00	24.40	.....	1,664.40	1,619.68	51	
Adams.....	2	10,697.95	2,300.00	1,998.90	700.00	42.67	4,625.16	9,666.73	1,031.22	90	
Amesbury.....	2	12,035.20	2,300.00	2,116.30	800.00	216.45	6,822.31	11,255.04	780.16	94	
Amherst.....	2	13,199.36	2,300.00	2,200.00	650.00	91.57	2,642.29	7,898.86	6,316.50	60	
Andover.....	2	15,850.99	2,400.00	1,732.60	500.00	884.04	3,051.68	8,018.32	7,832.67	51	
Ashburnham.....	3	2,292.41	1,000.00	.....	148.00	9.92	.....	1,157.92	1,134.49	51	
Ashland.....	3	2,390.82	1,200.00	.....	153.60	15.12	.....	1,368.72	1,022.10	57	
Athol.....	3	13,334.16	2,400.00	2,832.81	722.50	56.14	3,799.04	9,850.49	3,483.67	74	
Athol Center.....	3	3,092.61	1,400.00	.....	237.21	8.88	.....	1,646.09	1,446.52	53	
Attleboro.....	2	26,221.89	2,600.00	3,460.25	900.00	389.07	6,219.09	12,518.41	13,703.48	48	
Attleboro Falls.....	3	3,838.65	1,200.00	.....	186.00	10.16	.....	1,894.16	2,424.49	36	
Ayer.....	3	6,506.75	1,700.00	.....	304.00	27.52	.....	2,031.52	4,475.23	31	
Baldwinsville.....	3	8,562.87	1,400.00	.....	168.41	9.60	.....	1,578.01	1,984.86	44	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—continued.											
Waverley.....	3	\$6,747.31	\$1,700.00	\$2,246.02	\$174.00	\$22.88	.....	\$1,986.98	\$3,860.48	33	
Webster.....	2	10,528.52	2,200.00	82,400.00	500.00	60.59	.....	4,826.61	6,696.91	46	
Wellesley.....	2	9,425.35	2,000.00	.....	543.75	180.56	.....	4,104.31	5,321.04	44	
Wellesley Hills.....	3	4,571.27	1,500.00	.....	275.00	43.36	.....	1,818.36	3,052.92	37	
West Acton.....	3	2,570.87	1,400.00	.....	156.66	4.56	.....	1,560.22	1,310.65	54	
Westboro.....	2	9,044.79	2,000.00	1,632.60	540.00	62.24	\$2,682.70	6,967.58	2,177.25	76	
West Brookfield.....	3	2,423.69	1,900.00	.....	94.38	13.20	.....	1,907.58	522.11	79	
Westfield.....	2	80,005.36	2,700.00	4,265.49	1,200.00	403.11	6,195.55	14,764.15	15,239.21	49	
West Medford.....	2	13,131.26	2,100.00	1,435.82	575.00	110.12	1,715.42	5,936.36	7,194.90	45	
Weymouth.....	3	4,064.76	1,600.00	.....	294.00	34.06	.....	2,062.48	2,676.71	42	
Weymouth Center.....	3	5,016.60	1,900.00	.....	256.00	6.48	.....	1,971.48	4,610.15	41	
Whittman.....	3	6,581.63	1,700.00	.....	234.36	37.12	.....	1,971.48	4,610.15	41	
Williamstown.....	3	8,890.27	1,900.00	40.00	460.00	41.84	.....	2,341.84	4,548.43	34	
Winchendon.....	3	8,077.76	1,900.00	.....	310.00	62.40	.....	2,272.40	5,805.36	28	
Winchester.....	3	7,229.89	1,900.00	60.00	300.00	29.20	.....	2,289.20	4,940.69	32	
Woburn.....	2	16,876.97	2,400.00	2,198.64	773.20	391.66	4,870.29	10,639.79	6,237.18	63	
Worcester.....	2	24,323.45	2,600.00	2,482.61	700.00	434.14	8,600.54	14,767.29	9,556.16	61	
Worcester.....	1	250,147.87	3,600.00	40,283.13	976.00	3,869.77	67,924.49	116,152.39	183,995.48	46	In Government building.
Total.....		6,197,506.63	389,320.56	1,040,396.17	121,343.98	81,869.35	1,407,614.68	2,990,634.74	3,206,873.89	48	
MICHIGAN.											
Adrian.....	2	26,367.07	2,700.00	4,300.00	1,075.00	338.16	5,647.21	14,080.37	12,306.70	53	
Agricultural College.....	3	3,508.60	1,500.00	60.00	.....	5.28	.....	1,765.28	1,743.32	50	
Albion.....	2	26,820.43	2,600.00	2,348.90	749.85	400.86	3,441.25	9,540.86	19,280.07	33	
Allegan.....	3	8,070.00	1,900.00	270.00	480.00	11.36	.....	2,641.36	5,428.64	33	
Alma.....	2	6,651.60	1,700.00	.....	245.00	17.92	.....	1,962.92	4,688.68	30	
Alpena.....	2	11,808.31	2,200.00	2,247.80	610.62	249.49	6,177.55	10,485.46	1,322.85	89	
Ann Arbor.....	1	40,600.07	3,000.00	7,563.26	1,800.00	909.59	12,239.23	25,502.06	15,097.99	38	
Ausable.....	3	1,323.36	600.00	.....	.....	2.24	.....	502.24	821.12	38	Presidential, Jan. 1, 1901.
Badaxe.....	3	3,513.05	1,500.00	200.00	188.00	4.56	.....	1,892.66	1,620.49	54	Do.
Bancroft.....	3	1,168.37	600.00	.....	.....	7.72	.....	1,500.72	1,602.65	45	
Bangor.....	3	3,115.00	1,800.00	.....	96.37	6.68	.....	1,402.05	1,712.95	45	
Battlecreek.....	1	81,220.82	8,200.00	9,504.51	2,000.00	908.27	11,918.13	27,526.91	53,693.91	34	
Bay City.....	1	46,156.44	3,000.00	7,733.91	.....	460.99	14,788.79	25,988.69	20,242.75	56	
Beaumont.....	3	6,313.43	1,900.00	1,100.00	858.00	8.88	.....	2,296.88	4,046.55	36	
Bellaire.....	3	2,794.70	1,200.00	28.63	225.29	2.40	.....	1,464.32	1,340.38	52	
Bellevue.....	3	2,363.87	1,200.00	.....	190.00	3.24	.....	1,363.25	1,040.62	52	
Benton Harbor.....	2	19,221.92	2,500.00	3,347.51	606.00	362.20	3,743.26	10,682.97	8,538.96	55	In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—continued.											
Waverley.....	3	\$5,747.31	\$1,700.00	\$2,356.02	\$174.00	\$22.88	.....	\$1,896.88	\$3,850.43	33	
Webster.....	2	10,623.52	2,200.00	.....	600.00	60.59	.....	4,523.61	5,686.91	46	
Welleney.....	2	9,425.35	2,000.00	1,400.00	543.75	160.55	.....	4,104.31	5,321.04	44	
Welleney Hills.....	3	4,871.28	1,500.00	.....	275.00	43.85	.....	1,818.36	3,052.92	37	
West Acton.....	3	2,870.87	1,400.00	.....	155.66	4.56	.....	1,560.22	1,310.65	54	
Westboro.....	2	9,044.79	2,000.00	1,632.60	560.00	62.24	\$2,632.70	6,867.54	2,177.25	76	
West Brookfield.....	2	2,439.69	1,800.00	.....	94.38	13.20	.....	1,807.58	552.11	79	
Westfield.....	2	30,063.86	2,700.00	4,265.49	1,200.00	408.11	6,193.55	14,864.15	15,239.71	49	
West Medford.....	2	13,131.25	2,100.00	1,435.82	575.00	110.12	1,716.42	6,558.36	7,472.89	45	
Weymouth.....	3	4,044.79	1,800.00	.....	284.00	34.08	.....	7,622.48	2,476.71	41	
Weymouth Center.....	3	6,016.60	1,800.00	.....	255.00	6.45	.....	7,071.48	2,974.12	42	
Wilbraham.....	3	6,801.97	1,800.00	40.00	450.00	41.64	.....	5,771.40	4,516.15	30	
Williamstown.....	3	6,077.76	1,800.00	.....	310.00	62.40	.....	5,244.43	5,865.33	37	
Winchendon.....	3	7,222.69	1,800.00	60.00	500.00	391.65	.....	5,239.20	4,940.68	33	
Winchester.....	2	16,876.87	2,400.00	2,188.94	779.20	321.43	4,570.29	10,639.79	6,237.18	63	
Worcester.....	2	24,823.45	2,600.00	2,385.61	700.00	394.94	8,800.44	14,787.39	9,556.16	61	
Worcester.....	1	250,147.87	3,600.00	40,283.13	975.00	3,369.77	67,924.49	116,152.39	138,985.48	46	In Government building.
Total.....		6,197,508.63	339,320.56	1,040,396.17	121,343.98	81,859.35	1,407,614.68	2,990,534.74	3,206,973.89	48	
MICHIGAN.											
Adrian.....	2	26,367.07	2,700.00	4,300.00	1,075.00	338.16	5,647.21	14,080.37	12,306.70	53	
Agricultural College.....	3	3,034.60	1,500.00	60.00	200.00	5.28	.....	1,765.26	1,743.32	50	
Albion.....	2	28,820.43	2,600.00	2,348.90	749.35	400.86	.....	9,540.36	19,280.07	33	
Allegan.....	3	8,070.00	1,700.00	270.00	460.00	11.36	8,441.25	2,641.36	5,428.64	30	
Alma.....	3	6,651.60	1,900.00	.....	245.00	17.92	.....	1,962.92	4,688.68	30	
Alpena.....	2	11,808.31	2,200.00	2,247.80	610.62	249.49	5,177.55	10,485.46	1,322.85	89	
Ann Arbor.....	2	40,600.07	3,000.00	7,653.26	1,800.00	909.59	12,239.23	25,502.08	15,097.99	63	
Aubuslee.....	3	1,823.36	500.00	.....	.....	2.24	.....	502.24	821.12	38	Presidential, Jan. 1, 1901.
Bad Axe.....	3	3,513.05	1,500.00	200.00	188.00	4.56	.....	1,992.56	1,620.49	54	Do.
Barnett.....	3	1,083.37	1,500.00	.....	.....	.....	.....	500.72	602.65	45	
Bay City.....	3	3,115.00	1,300.00	.....	96.37	5.68	.....	1,402.05	1,712.95	45	
Bay View.....	3	81,220.82	3,200.00	9,506.51	2,000.00	908.27	11,918.13	27,559.91	53,660.91	34	
Beading.....	1	46,156.44	3,000.00	7,783.91	.....	460.49	14,788.79	25,983.69	20,222.75	56	In Government building.
Beaumont.....	3	6,313.43	1,800.00	100.00	358.00	8.88	.....	2,266.88	4,046.55	36	
Bellevue.....	3	2,794.70	1,200.00	26.63	225.29	.....	.....	1,454.82	1,340.88	52	
Benton Harbor.....	3	2,953.87	1,200.00	.....	190.00	3.28	.....	1,393.26	1,770.59	59	
Benton Harbor.....	2	19,221.93	2,500.00	3,387.61	650.00	352.20	3,743.26	10,632.97	8,588.96	55	

	Presidential, Oct. 1, 1900.	Presidential, Jan. 1, 1901.	In Government building.	Presidential, Jan. 1, 1901.
Barren Springs	1,576.20	825.00	119.59	945.79
Bassett	4,862.12	2,300.00	14.00	8,290.44
Big Rapids	1,459.82	1,300.00	2,300.00	8,554.42
Bliss	2,143.89	1,300.00	169.00	7,908.26
Blissfield	2,983.01	1,300.00	141.39	1,170.07
Bojone	1,181.59	1,550.00	50.00	1,573.32
Bojone	2,151.79	1,000.00	200.00	1,579.94
Brython	8,292.27	1,300.00	118.90	1,601.04
Buchanan	4,297.55	1,600.00	174.00	1,028.81
Cadillac	10,642.58	2,300.00	307.96	1,677.92
Calumet	18,465.97	2,500.00	2,700.00	1,814.35
Caro	7,994.29	1,800.00	3,147.90	2,381.59
Carson City	2,649.54	1,300.00	1,000.00	1,915.96
Cass City	8,131.58	1,300.00	150.00	6,274.42
Cassopolis	4,754.63	1,600.00	196.00	3,246.61
Cedar Springs	8,071.41	1,600.00	341.39	15,219.36
Central Lake	2,190.41	1,000.00	100.00	1,228.99
Charlevoix	5,237.73	1,600.00	70.00	1,648.40
Charlotte	10,242.99	2,300.00	380.00	1,483.18
Cheboygan	9,059.79	2,000.00	2,600.00	2,494.86
Chelsea	4,287.04	1,500.00	60.00	1,544.32
Chesaning	8,354.47	1,400.00	90.00	1,876.41
Clare	4,233.80	1,400.00	250.00	2,877.09
Clayton	2,679.51	1,100.00	119.13	6,725.57
Clinton	2,551.72	1,300.00	185.73	8,471.72
Clio	3,726.00	1,400.00	146.00	2,490.28
Coldwater	13,920.05	2,400.00	983.75	1,684.10
Colon	2,429.67	1,100.00	2,548.91	1,670.37
Constantine	2,895.31	1,300.00	81.04	2,298.44
Corunna	4,128.81	1,600.00	255.99	1,899.68
Crosswell	2,731.88	1,300.00	294.00	9,622.14
Crystal Falls	4,727.73	1,500.00	100.00	1,352.44
Dacotah	2,917.56	1,300.00	30.00	2,078.49
Deary	2,708.42	1,300.00	189.00	2,298.44
Detroit	826,817.15	6,000.00	135.00	1,057.45
Dowagiac	14,819.60	2,400.00	80.00	1,737.28
Dundee	2,312.42	1,100.00	5,609.55	1,868.72
Durand	4,446.89	1,500.00	7,410.41	1,494.29
Durand	2,788.36	1,200.00	181.81	1,057.45
East Jordan	2,705.30	1,200.00	80.00	2,245.27
East Tawas	5,385.76	1,700.00	125.00	1,382.44
Eaton Rapids	2,960.45	1,100.00	7,410.41	2,078.49
Elk Rapids	2,960.45	1,100.00	11.12	3,001.53
Elk Rapids	1,169.51	1,500.00	9.44	1,399.68
Elk Rapids	13,727.63	2,300.00	181.81	1,517.88
Escanaba	4,614.92	1,900.00	5,609.55	1,190.80
Evart	6,963.23	1,800.00	7,410.41	381,686.75
Fenton	29,110.75	2,900.00	354.00	485,121.40
Flint	3,024.32	1,300.00	181.81	6,965.02
Fowlerville	2,874.42	1,300.00	125.00	7,854.52
Frankfort	2,980.03	1,300.00	125.00	2,562.08
Fremont	4,464.20	1,300.00	181.81	1,955.83
Galesburg	1,932.41	1,000.00	384.00	1,272.86
Galesburg	1,932.41	1,000.00	159.80	2,185.12
Galesburg	1,932.41	1,000.00	159.80	1,697.86
Galesburg	1,932.41	1,000.00	159.80	616.95
Galesburg	1,932.41	1,000.00	159.80	9,283.80
Galesburg	1,932.41	1,000.00	159.80	4,443.33
Galesburg	1,932.41	1,000.00	159.80	2,788.90
Galesburg	1,932.41	1,000.00	159.80	4,871.47
Galesburg	1,932.41	1,000.00	159.80	11,826.15
Galesburg	1,932.41	1,000.00	159.80	1,625.68
Galesburg	1,932.41	1,000.00	159.80	1,399.36
Galesburg	1,932.41	1,000.00	159.80	1,475.09
Galesburg	1,932.41	1,000.00	159.80	1,648.72
Galesburg	1,932.41	1,000.00	159.80	1,281.31
Galesburg	1,932.41	1,000.00	159.80	2,458.94
Galesburg	1,932.41	1,000.00	159.80	1,138.40
Galesburg	1,932.41	1,000.00	159.80	794.01

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
MICHIGAN—cont'd.											
Gaylord.....	3	\$3,563.45	\$1,400.00	.....	\$170.00	\$5.28	.....	\$1,575.28	\$1,988.17	44	
Gladstone.....	3	6,835.67	1,700.00	.....	824.00	7.62	.....	2,031.62	3,804.15	35	
Grand Haven.....	3	7,065.00	1,900.00	\$110.00	835.00	21.44	.....	2,366.44	4,698.56	34	
Grand Rapids.....	3	6,189.36	1,600.00	80.00	266.00	8.88	.....	1,954.88	3,214.48	38	
Grand Rapids.....	3	2,635.61	1,200.00	.....	121.46	2.43	.....	1,323.94	1,311.67	50	
Grand Rapids.....	3	246,247.60	3,600.00	41,142.62	726.00	2,214.91	\$56,036.13	103,741.69	142,506.91	42	In Government building.
Grasslake.....	3	2,285.66	1,000.00	100.00	169.00	5.66	.....	1,274.66	1,011.00	56	
Grayling.....	3	3,101.25	1,300.00	100.00	194.00	4.16	.....	1,598.16	1,503.09	52	
Greenville.....	3	7,761.64	1,900.00	300.00	890.00	14.88	.....	2,694.88	5,066.76	33	
Hancock.....	3	18,076.63	2,300.00	834.87	634.21	22.72	.....	6,005.80	8,054.83	37	
Harbor Beach.....	3	3,873.14	1,300.00	150.00	166.00	3.12	.....	1,619.12	4,467.51	28	
Harbor Springs.....	3	3,873.14	1,500.00	400.00	223.00	13.28	.....	2,136.28	1,736.86	55	
Hart.....	3	3,342.04	1,500.00	200.00	250.00	3.04	.....	2,003.03	2,339.01	46	
Hartford.....	3	3,525.01	1,400.00	200.00	144.00	3.84	.....	1,747.84	1,778.17	50	
Hastings.....	3	8,572.90	2,000.00	1,592.30	358.00	23.41	.....	3,973.71	4,599.19	46	
Hilledale.....	2	10,650.11	2,200.00	2,248.90	400.00	183.76	8,504.54	8,542.20	2,107.91	80	
Holland.....	2	18,089.70	2,300.00	1,882.87	600.00	143.19	8,520.49	8,396.55	4,643.15	64	
Holly.....	2	3,129.58	1,700.00	100.00	208.00	8.96	.....	2,016.96	3,112.62	39	
Homer.....	3	3,349.41	1,400.00	40.00	142.00	8.16	.....	1,560.16	1,759.25	47	
Houghton.....	2	15,635.06	2,300.00	1,750.00	120.00	80.90	.....	6,290.90	10,354.16	34	
Howard City.....	2	3,479.39	1,400.00	1,150.00	196.00	2.00	.....	1,748.00	1,731.39	50	
Howell.....	2	6,472.88	1,800.00	1,200.00	291.16	11.28	.....	2,222.44	4,250.44	34	
Hudson.....	2	8,593.66	2,000.00	1,900.00	572.00	44.86	.....	4,516.86	4,076.80	53	
Imley City.....	2	3,712.89	1,500.00	40.00	225.00	4.90	.....	1,769.80	1,943.09	48	
Ironla.....	2	14,084.19	2,400.00	2,316.30	890.00	313.44	3,501.82	9,896.66	4,637.63	67	
Iron Mountain.....	2	11,582.84	2,600.00	1,632.60	672.00	147.10	2,760.37	7,402.07	4,180.77	64	
Iron River.....	3	1,834.64	600.00	.....	.....	56	.....	600.66	734.08	45	Presidential, Jan. 1, 1901.
Ironwood.....	2	10,069.27	2,100.00	1,400.00	596.04	140.29	3,502.24	7,738.57	2,330.70	77	
Ishteping.....	2	15,198.49	2,400.00	2,048.90	757.20	1.65	6,257.77	10,465.62	4,732.87	69	
Ithaca.....	3	6,415.72	1,800.00	3,300.00	408.00	8.40	.....	2,516.40	2,899.32	39	In Government building.
Jackson.....	1	69,652.45	3,200.00	8,251.68	.....	746.86	15,035.66	27,236.25	42,396.25	35	
Jonesville.....	1	3,882.04	1,500.00	40.00	200.00	4.72	.....	1,744.72	2,137.32	45	Do.
Kalamazoo.....	1	77,366.36	3,200.00	9,708.15	.....	384.67	13,877.57	27,140.29	50,218.07	35	
Kalkaska.....	3	4,004.89	1,500.00	360.00	196.00	3.86	.....	2,059.36	1,945.53	51	Presidential, Jan. 1, 1901.
Lake City.....	3	993.41	550.00	36.00	.....	43	.....	566.43	3,407.98	69	
Lake Linden.....	3	4,869.80	1,600.00	.....	276.00	5.92	.....	1,881.92	3,007.88	58	
Lake Odessa.....	3	2,832.62	1,400.00	40.00	210.75	2.32	.....	1,683.07	1,179.55	63	
Lansing.....	3	2,827.53	1,300.00	.....	202.00	7.16	.....	1,509.16	4,318.17	37	
Lansing.....	1	64,200.75	3,200.00	8,998.90	300.00	723.62	10,863.68	23,046.10	40,614.65	30	In Government building.
Lapeer.....	3	7,121.32	1,800.00	40.00	258.00	16.86	.....	1,114.86	6,006.76	82	
Laurium.....	3	6,908.02	1,700.00	.....	174.00	8.06	.....	1,892.03	4,075.94	30	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—cont'd.											
Portland	3	\$6,279.27	\$1,700.00	\$40.00	\$250.00	\$7.52	.....	\$1,997.52	\$4,281.75	32	
Quincy	3	3,773.17	1,600.00	80.00	316.77	6.40	.....	1,983.17	1,793.00	52	
Reading	3	3,311.44	1,400.00	.....	215.38	3.20	.....	1,615.58	1,692.86	49	
Reed City	3	5,378.39	1,800.00	50.00	294.00	10.48	.....	2,154.48	3,223.91	40	
Republic	3	3,511.64	1,250.00	.....	.....	8.32	.....	250.32	261.26	49	
Rochester	3	3,224.41	1,400.00	40.00	300.00	4.32	.....	1,744.32	1,480.09	54	
Romeo	3	3,548.35	1,500.00	.....	286.36	6.80	.....	1,783.16	1,765.19	51	
Saginaw	1	73,811.25	3,200.00	10,338.12	750.00	741.03	.....	30,562.15	43,250.15	41	
Saginaw, West Side	2	22,027.24	2,500.00	2,965.21	185.00	383.78	\$16,307.96	14,219.64	7,807.60	65	
St. Charles	3	2,612.79	1,000.00	.....	200.00	3.04	.....	2,083.92	1,224.75	53	
St. Clair	3	6,124.47	1,600.00	290.00	274.00	9.72	.....	2,083.92	4,040.55	34	
St. Ignace	3	3,510.95	1,500.00	290.00	190.00	6.72	.....	1,976.72	1,534.23	56	
St. Johns	2	10,633.39	2,100.00	2,698.90	700.00	19.87	.....	6,418.77	5,214.62	51	
St. Joseph	2	18,268.94	2,300.00	2,648.90	500.00	45.90	.....	8,333.03	9,935.91	46	
St. Joseph	2	16,425.24	1,700.00	70.00	331.00	8.96	2,638.33	2,109.96	3,815.28	39	
Saline	3	3,065.26	1,100.00	.....	92.99	1.52	.....	1,194.51	1,870.75	39	
Saranac	3	2,351.48	1,100.00	.....	140.00	2.48	.....	1,242.48	1,108.00	53	
Sault Ste. Marie	2	19,232.67	2,400.00	3,223.91	800.00	385.76	8,665.82	10,455.49	8,777.18	54	
Schoolcraft	3	2,287.70	1,100.00	.....	160.00	1.92	.....	1,261.92	1,025.78	55	
Shelby	3	3,515.11	1,500.00	100.00	304.95	1.60	.....	1,906.55	1,608.56	54	
South Haven	2	10,356.66	2,000.00	1,532.96	600.00	37.70	.....	4,170.66	6,186.00	40	
Sparta	3	2,397.87	1,100.00	.....	108.00	2.96	.....	1,210.96	1,186.91	51	
Standish	3	2,473.25	1,100.00	12.50	174.00	2.32	.....	1,238.82	1,184.43	52	
Stanton	3	3,135.90	1,400.00	40.00	228.00	2.48	.....	1,670.48	1,465.42	53	
Sturgis	3	6,421.61	1,700.00	270.00	308.00	15.52	.....	2,238.52	3,183.09	42	
Tecumseh	3	6,706.02	1,900.00	300.00	238.00	13.76	.....	2,396.76	4,309.26	36	
Tekonsha	3	1,020.88	550.00	.....	.....	.56	.....	550.56	470.32	54	
Thompsonville	3	541.71	250.00	.....	.....	.....	.....	260.88	280.83	46	Presidential, Jan. 1, 1901.
Three Oaks	3	7,820.04	2,000.00	1,500.00	130.00	36.30	.....	8,716.30	4,103.74	43	
Three Rivers	2	9,980.65	2,200.00	1,900.00	875.00	48.90	1,557.68	6,081.58	3,899.07	61	
Traverse City	2	19,091.01	2,500.00	2,823.54	675.00	183.08	4,054.95	10,246.62	8,844.39	54	
Union City	3	4,024.61	1,500.00	91.58	240.00	6.80	.....	1,838.38	2,186.23	46	
Union Works	3	7,321.44	1,700.00	.....	240.00	.....	.....	1,940.00	5,381.44	26	
Vassar	3	5,094.21	1,700.00	400.00	350.00	6.32	.....	2,456.32	2,637.89	43	
Vicksburg	3	2,642.77	1,200.00	200.00	166.00	3.20	.....	1,569.20	1,073.57	59	
Wayne	3	3,075.18	1,200.00	40.00	180.00	5.20	.....	1,425.20	1,649.98	46	
West Bay City	2	11,733.82	2,300.00	2,344.51	750.00	200.38	4,440.68	10,085.55	1,697.77	86	
West Branch	3	3,265.00	1,400.00	.....	180.00	5.28	.....	1,585.28	1,679.72	49	
Whitehall	3	2,632.67	1,200.00	.....	170.00	2.64	.....	1,572.64	1,060.03	52	
White Pigeon	3	2,221.57	1,300.00	100.00	181.00	4.40	.....	1,585.40	636.17	71	
Williamston	3	3,465.18	1,400.00	.....	243.00	4.64	.....	1,647.64	1,817.54	43	

Wyandotte	2	8,788.57	2,400.00	2,351.71	700.00	17.17	2,813.04	8,281.92	501.65	94
Yale	3	3,182.08	1,300.00	150.00	195.85	2.32		1,648.17	1,538.91	52
Yelland	2	16,178.77	2,400.00	2,865.22	700.00	885.98	4,709.69	10,560.89	5,617.86	65
Zealand	3	2,387.73	1,100.00	50.00	128.18	1.83		1,280.01	1,067.72	54
Total		2,857,827.98	345,275.00	378,680.36	71,977.17	24,307.57	503,420.50	1,323,560.60	1,533,767.38	46
MINNESOTA.										
Ada	3	3,705.71	1,400.00	150.00	228.00			1,773.00	1,932.71	48
Adrian	3	3,122.50	1,400.00	40.00	248.00	1.28		1,728.28	1,398.22	55
Aitkin	3	4,996.49	2,400.00	70.00	222.00	3.68		1,735.68	3,200.81	56
Albert Lea	2	14,527.92	2,400.00	2,298.91	500.00	30.84	2,628.27	7,658.02	6,669.90	54
Alexandria	3	5,617.75	1,700.00	100.00	390.00	8.56		2,168.56	8,449.19	39
Amboy	3	6,690.91	1,500.00	180.00	146.00	9.96		1,826.96	1,893.95	49
Anoka	3	5,612.86	1,700.00	200.00	370.00	18.56		2,278.56	3,230.30	41
Appleton	3	3,183.28	1,400.00	100.00	170.00	3.12		1,573.12	1,620.16	49
Argyle	3	2,312.53	1,100.00	100.00	140.00	1.36		7,931.36	1,971.17	49
Austin	2	12,615.82	2,300.00	2,148.90	696.00	159.14	2,627.16	7,841.62	4,684.62	68
Barnesville	3	3,293.04	1,300.00	300.00	164.00	8.16		1,472.16	1,820.88	63
Benndt	3	6,265.51	1,500.00	225.00	128.00	16.72		2,039.72	4,226.79	45
Benson	3	3,905.72	1,500.00	150.00	305.91	4.67		1,960.58	2,088.14	44
Bird Island	3	1,105.39	560.00	52.50	52.50	1.12		603.62	601.77	55
Blwabik	3	1,620.17	560.00	64.00	187.00	.64		550.64	611.53	47
Blooming Prairie	3	2,420.19	1,200.00	240.00	187.00	1.12		1,628.12	792.07	67
Blue Earth City	3	5,588.34	1,700.00	300.00	385.00	7.04		2,892.04	3,196.30	43
Brainerd	2	12,207.01	2,200.00	2,000.00	300.16	33.66		4,533.82	7,673.19	37
Breckinridge	3	2,968.31	1,200.00	180.00	190.60	4.40		1,895.60	1,603.31	46
Brown Valley	3	2,640.74	1,100.00	70.00	156.30	6.64		1,823.94	1,210.30	52
Buffalo	3	2,475.32	1,100.00	40.00	104.00	5.68		1,249.68	1,225.64	50
Caledonia	3	2,813.65	1,300.00	100.00	174.00	2.24		1,476.24	1,337.41	52
Cambridge	3	1,222.81	550.00	100.00	284.97	.32		650.32	572.49	53
Canby	3	4,658.71	1,500.00	12.50	126.00	2.00		1,796.47	2,859.24	39
Cannon Falls	3	3,265.84	1,400.00	350.00	126.00	2.72		1,527.72	1,738.12	47
Cass Lake	3	883.71	350.00			2.24		852.24	481.47	42
Chaffield	3	3,646.41	1,500.00		280.00	2.48		1,762.48	1,893.93	48
Cloquet	3	6,564.38	1,700.00	277.00	277.00	8.64		1,965.64	4,578.74	30
Crookston	2	14,745.68	2,400.00	2,148.90	460.00	35.90	2,439.38	7,464.73	7,260.95	51
Dawson	3	2,532.96	1,200.00	200.00	186.00	2.56		1,388.56	1,144.39	56
Detroit City	3	4,278.24	1,600.00	50.00	157.15	4.96		2,081.87	2,196.37	49
Dodge Center	3	2,379.30	1,100.00	178.87	157.15	1.76		1,306.91	1,070.39	56
Duluth	1	113,624.75	3,300.00	17,788.47	293.00	1,019.35	27,162.56	49,563.38	64,061.37	44
Eagle Bend	3	1,159.90	500.00		171.50	.24		500.24	659.66	43
East Grand Forks	3	3,185.30	1,300.00	20.00	171.50	12.72		1,484.22	1,701.06	47
Elbow Lake	3	1,057.69	500.00	50.00	149.85	2.48		520.72	536.97	49
Elk River	3	2,114.42	1,000.00	174.00	174.00	1.84		1,202.33	912.09	57
Elmore	3	2,250.20	1,000.00	250.00	250.00	7.20		1,175.84	1,074.36	52
Ely	3	4,743.25	1,500.00	164.00	164.00	10.64		1,757.20	2,986.05	37
Eveleth	3	6,926.29	1,600.00		170.00	12.48		1,774.64	5,151.65	26
Excelsior	3	2,311.60	1,000.00	240.00	170.00	8.00		1,422.48	899.12	62
Faribault	3	8,802.40	1,700.00	150.00	358.00	176.62		2,216.00	4,968.40	53
Fergus Falls	2	18,209.16	2,500.00	3,498.90	900.00	17.44	3,477.95	10,553.47	7,655.69	58
Fergus Falls	2	12,037.93	2,300.00	1,832.60	465.08	17.44	1,620.74	6,335.86	5,762.07	52

Presidential, Jan. 1, 1901.
Do.

Do.

Presidential, Apr. 1, 1901.

In Government building.
Presidential, Jan. 1, 1901.

Do.

No. 10.—Gross receipts expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
MINNESOTA—cont'd.											
Foston	3	\$3,159.40	\$1,400.00	\$200.00	\$223.00	\$1.28	\$1,824.26	\$1,335.12	53	Presidential, Jan. 1, 1901.
Frazee	3	995.83	500.00	.....	.....	72	.....	500.72	498.21	50
Fulda	3	2,399.46	1,100.00	40.00	196.00	2.08	.....	1,339.06	1,061.39	56
Glencoe	3	3,708.09	1,500.00	140.00	350.00	6.48	.....	1,996.48	1,711.61	54
Glenwood	3	3,199.53	1,400.00	35.85	160.00	2.40	.....	1,597.75	1,601.78	50
Graceville	3	2,836.54	1,300.00	140.00	2.32	1,442.32	1,394.22	51	Do.
Grand Rapids	3	4,400.37	1,600.00	.....	338.00	9.28	.....	1,945.28	2,455.09	44
Granite Falls	3	4,164.27	1,500.00	40.00	262.00	4.72	.....	1,796.72	2,367.55	43
Hallock	3	2,904.25	1,300.00	40.00	196.00	3.20	.....	1,539.20	1,365.05	53
Hastings	3	5,725.12	1,700.00	200.00	444.00	18.64	.....	2,302.64	3,392.48	41
Hawley	3	1,090.78	550.00	68.00	1.50	618.50	472.28	57	Do.
Hector	3	2,495.23	1,100.00	.....	164.00	1.20	.....	1,265.20	1,230.03	51
Herman	3	1,114.56	500.00	16.56	.....	40	.....	616.96	597.60	46
Heron Lake	3	2,928.20	1,300.00	.....	191.00	1.92	.....	1,492.92	1,435.28	51
Hibbing	3	5,497.01	1,600.00	.....	210.00	3.36	.....	1,813.36	3,683.65	33
Hopkins	3	3,426.09	1,500.00	220.00	162.50	4.24	1,896.74	1,529.35	55	Do.
Hutchinson	3	4,711.59	1,600.00	250.00	277.00	6.36	.....	2,132.36	2,579.23	45
Jackson	3	4,831.85	1,500.00	60.00	198.00	3.36	.....	1,761.36	2,570.49	41
Janesville	3	2,674.70	1,200.00	.....	196.00	2.48	.....	1,398.48	1,276.22	52
Kasson	3	2,944.28	1,300.00	38.98	218.10	2.64	.....	1,560.70	1,383.58	53
Kenyon	3	2,616.21	1,200.00	100.00	195.75	.96	1,496.71	1,119.50	57	Do.
Lake Benton	3	2,584.74	1,200.00	.....	146.80	1.36	.....	1,348.26	1,236.48	52
Lake City	3	8,302.32	1,900.00	.....	340.00	13.20	.....	2,253.20	6,049.12	27
Lake Crystal	3	2,785.26	1,200.00	60.00	196.00	4.72	.....	1,460.72	1,274.54	53
Lakefield	3	2,616.51	1,200.00	.....	144.00	.96	.....	1,344.96	1,271.55	51
Lakepark	3	1,185.37	500.0048	500.48	684.89	42	Do.
Lamberton	3	2,446.80	1,200.00	.....	100.00	1.60	.....	1,301.60	1,145.20	53
Lambore	3	2,248.66	1,000.00	40.00	116.00	2.00	.....	1,158.00	1,090.66	51
Leroy	3	7,624.55	1,500.00	.....	175.00	1.28	.....	1,276.28	1,348.27	49
Leveur	3	3,796.49	1,500.00	140.00	212.00	6.76	.....	1,867.76	1,928.73	49
Litchfield	3	6,397.71	1,700.00	296.00	9.60	2,105.60	3,292.11	40	In Government building.
Littlefalls	3	8,397.60	2,000.00	1,525.00	360.00	2.88	.....	3,986.21	4,411.39	46
Long Prairie	3	4,494.73	1,400.00	.....	286.00	4.80	.....	1,802.86	1,691.87	52
Lovaine	3	6,698.96	1,700.00	298.00	298.00	8.60	.....	1,940.80	3,758.06	34
Madella	3	4,549.41	1,700.00	420.00	277.00	3.52	.....	2,400.60	2,148.81	53
Madison	3	3,498.69	1,400.00	215.64	3.52	1,619.16	1,879.53	46	In Government building.
Mapleton	3	25,992.52	2,700.00	4,024.72	.....	330.94	\$6,181.84	13,237.00	12,755.52	51
Marquette	3	2,578.47	1,100.00	.....	164.00	2.32	.....	1,306.32	1,272.15	61
Marshall	3	6,120.37	1,700.00	50.00	423.00	6.64	.....	2,178.64	3,941.73	35
Melrose	3	2,722.48	1,200.00	60.00	228.00	2.84	.....	1,406.84	1,315.64	55
Milaca	3	2,477.29	1,100.00	91.58	174.00	2.80	.....	1,368.38	1,108.91	55

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MINNESOTA—cont'd.											
Warren.....	3	\$4,724.54	\$1,400.00	\$100.00	\$230.00	\$5.20	.....	\$1,735.20	\$1,989.34	47	
Waseca.....	3	6,572.33	1,200.00	60.00	308.00	11.92	.....	2,179.92	4,392.41	33	
Waterville.....	3	2,787.28	1,200.00	110.00	107.00	3.68	.....	1,490.68	1,306.60	53	
Wells.....	3	4,502.76	1,700.00	150.00	354.00	6.00	.....	2,210.00	2,292.76	49	
Wheaton.....	3	8,548.72	1,400.00	.....	113.87	2.08	.....	1,515.95	2,032.77	43	
Willmar.....	3	7,256.90	1,800.00	300.00	322.00	11.98	.....	2,433.98	4,822.97	34	
Winonda.....	3	6,831.63	1,700.00	150.00	894.00	6.56	.....	2,160.56	8,221.07	30	
Winnebago City.....	3	6,124.19	1,700.00	170.82	245.00	7.44	.....	2,123.26	4,000.93	35	
Winona.....	2	40,835.88	2,900.00	5,697.82	.....	333.10	\$9,971.91	18,922.88	21,912.50	46	In Government building.
Winthrop.....	3	2,862.24	1,100.00	50.00	126.80	2.72	.....	1,279.52	1,682.72	54	
Worthington.....	3	6,096.20	1,800.00	340.00	831.00	6.58	.....	2,477.88	8,618.32	41	
Zumbrota.....	3	8,316.77	1,400.00	90.00	198.00	1.76	.....	1,699.76	1,627.01	51	
Total		2,126,140.02	224,800.00	288,697.44	44,706.78	16,856.18	359,831.88	984,892.28	1,191,247.79	44	
MISSISSIPPI.											
Aberdeen.....	3	5,492.21	1,700.00	100.00	.....	18.48	.....	1,818.48	3,673.73	33	In Government building.
Bay St. Louis.....	3	3,117.77	1,400.00	40.00	220.80	51.84	.....	1,722.64	1,395.13	55	
Biloxi.....	3	8,284.20	1,900.00	.....	366.00	94.80	.....	2,350.80	6,933.40	28	
Booneville.....	3	7,084.17	275.00	37.50	301.67	26.96	.....	313.22	220.95	59	
Brookhaven.....	3	6,070.89	1,700.00	250.00	281.00	28.32	.....	2,228.68	4,842.21	32	
Canon.....	3	6,296.89	1,700.00	200.00	230.00	25.69	.....	2,259.32	2,811.57	45	
Clarksdale.....	2	9,894.88	2,100.00	2,032.60	274.35	43.94	.....	2,155.69	6,583.99	34	
Columbus.....	3	7,852.99	1,900.00	300.00	262.00	15.92	.....	2,457.92	5,394.47	32	
Corinth.....	3	8,476.79	1,500.00	40.00	135.35	6.40	.....	1,631.75	1,796.04	48	
Durant.....	3	8,258.62	1,400.00	100.00	160.00	8.89	.....	1,668.88	1,589.74	51	
Ellisville.....	3	8,096.64	1,300.00	900.00	126.60	11.76	.....	1,740.35	1,356.49	56	
Flowing Rock.....	3	3,067.25	1,000.00	.....	141.90	3.12	.....	1,145.02	1,912.21	37	
Gloster.....	3	1,029.81	500.00	100.00	.....	2.24	.....	602.24	427.57	59	Presidential, Jan. 1, 1901.
Greenville.....	2	16,561.89	2,400.00	2,148.90	600.00	337.99	2,630.50	8,117.39	8,444.49	49	
Greenwood.....	3	6,822.37	1,800.00	240.00	246.00	20.72	.....	2,306.72	4,515.65	34	
Grenada.....	3	8,162.71	1,600.00	260.00	218.73	14.64	.....	2,068.37	8,094.34	41	
Gulfport.....	3	10,586.11	1,200.00	80.00	132.66	20.49	.....	1,433.13	2,017.50	42	
Hattiesburg.....	2	8,920.67	2,000.00	1,000.00	224.50	86.72	.....	3,281.22	7,334.99	31	
Houston.....	3	2,826.01	1,600.00	400.00	281.00	6.56	.....	2,287.56	1,633.11	58	
Holly Springs.....	3	4,739.21	1,600.00	300.00	331.00	14.32	.....	2,245.32	2,493.89	47	
Indianola.....	3	2,784.51	1,100.00	100.00	105.00	4.72	.....	1,409.72	984.79	60	
Iuka.....	3	2,243.69	1,100.00	230.00	121.00	3.68	.....	1,409.72	984.79	60	
Jackson.....	2	26,672.66	2,600.00	3,493.91	.....	513.13	4,133.09	10,746.18	15,926.50	40	In Government building.

Kosciusko.....	3	4,112.11	1,500.00	400.00	220.00	8.40	2,128.40	1,988.71	52
Laurel.....	3	6,801.15	1,500.00	70.00	180.50	12.88	1,778.88	6,027.77	26
Lexington.....	3	8,101.83	1,300.00	.....	154.45	5.28	1,469.73	1,442.10	47
Lumberton.....	3	2,409.96	1,900.00	.....	.....	6.44	905.44	1,904.52	38
McComb.....	3	6,276.84	1,700.00	.....	189.00	29.12	1,918.12	4,357.72	31
Macon.....	3	8,846.95	1,500.00	300.00	200.45	10.48	2,010.98	1,886.02	52
Magnolia.....	3	2,884.14	1,200.00	190.00	160.10	6.32	1,556.42	1,297.72	55
Meridian.....	2	29,797.59	2,700.00	8,665.20	.....	382.22	12,019.83	17,777.76	40
Mesopot.....	2	20,478.80	1,100.00	200.00	66.00	8.16	1,374.16	1,109.58	55
Natchez.....	2	20,478.80	2,500.00	3,767.88	800.00	487.57	11,154.41	9,319.39	54
Ocean Springs.....	3	4,692.51	750.00	60.00	.....	8.56	818.56	790.19	51
Oklahoma.....	3	8,422.45	1,400.00	150.00	201.00	8.00	1,758.00	1,653.51	51
Oxford.....	3	4,169.45	1,500.00	299.20	.....	14.00	1,815.20	2,556.26	43
Pasadena.....	3	8,426.47	1,400.00	70.00	238.16	47.60	1,750.76	1,674.71	51
Pass Christian.....	3	5,537.12	1,250.00	10.00	.....	1.52	281.52	296.50	47
Poplarville.....	3	6,020.78	1,600.00	80.00	222.58	11.20	1,913.78	8,107.00	38
Port Gibson.....	3	8,112.98	1,300.00	33.26	84.00	8.48	1,425.74	1,877.24	46
Rosedale.....	3	2,176.64	1,000.00	200.00	96.00	3.68	1,296.68	1,875.86	60
Sardis.....	3	8,796.88	1,500.00	220.00	180.00	17.92	1,917.92	1,868.96	51
Scranton.....	3	2,642.04	1,100.00	180.00	120.00	8.84	1,405.84	1,188.20	55
Senatobia.....	3	8,647.52	1,500.00	100.00	145.00	9.44	1,784.44	1,768.06	49
Starkville.....	3	2,624.01	1,200.00	100.00	199.00	6.24	1,565.24	1,118.77	57
Summit.....	3	4,478.69	1,500.00	350.00	210.00	10.16	2,070.16	2,408.58	46
Tupelo.....	3	52,844.24	2,800.00	4,575.00	.....	500.81	14,263.00	18,591.24	43
Vicksburg.....	2	4,815.19	1,600.00	300.00	242.75	16.64	2,159.39	2,555.80	45
Water Valley.....	3	8,201.48	1,500.00	200.00	285.00	8.40	1,996.40	1,208.08	62
Weston.....	3	6,763.60	1,800.00	350.00	126.00	28.40	2,304.40	4,459.20	34
Winona.....	3	4,985.27	1,600.00	300.00	230.00	17.44	2,147.44	2,837.88	43
Woodville.....	3	2,555.97	1,000.00	70.00	148.70	4.72	1,223.42	1,332.55	48
Yazoo City.....	2	8,913.86	2,000.00	986.41	418.00	46.56	3,450.97	5,462.89	39
Total.....		386,798.02	81,275.00	29,224.96	9,924.24	2,941.51	145,477.80	191,320.22	43
MISSOURI.									
Adrian.....	3	2,019.12	1,000.00	130.00	168.71	1.68	1,300.39	718.78	64
Albany.....	3	4,392.77	1,600.00	300.00	254.00	6.80	2,160.80	2,231.97	49
Appleton City.....	3	8,070.91	1,300.00	100.00	144.00	8.04	1,547.04	1,523.87	50
Atch Grove.....	3	2,916.09	1,200.00	90.00	129.70	4.16	1,428.86	1,491.23	49
Aurora.....	3	6,208.10	1,800.00	400.00	54.05	17.20	2,271.25	3,986.85	37
Belton.....	3	2,194.76	1,100.00	.....	78.00	5.60	1,183.60	1,011.16	54
Bethany.....	3	4,812.80	1,600.00	150.00	252.00	4.96	2,006.96	2,806.34	42
Bevier.....	3	2,845.71	1,300.00	60.00	148.00	6.24	1,514.24	1,331.47	53
Bloomfield.....	3	2,289.19	1,100.00	75.00	170.00	4.72	1,349.72	1,896.97	59
Bolivar.....	3	8,985.56	1,600.00	300.00	192.90	5.69	2,098.59	1,869.61	53
Bonnettsville.....	3	8,620.41	1,400.00	40.00	180.00	10.80	1,630.80	1,969.31	45
Bonnyville.....	3	8,352.19	1,900.00	180.00	350.00	20.88	2,450.88	5,901.31	29
Bowling Green.....	3	4,182.00	1,500.00	300.00	265.18	6.80	2,251.98	1,890.02	54
Braymer.....	3	2,199.53	1,100.00	80.00	164.80	1.60	1,296.40	1,893.13	69
Breckinridge.....	3	2,199.98	1,100.00	30.00	128.96	2.40	1,296.36	940.62	57
Brookfield.....	2	8,649.48	2,000.00	1,432.60	360.00	26.63	1,795.23	4,850.20	44
Brunswick.....	3	3,068.76	1,400.00	1,140.00	225.00	5.20	1,770.20	1,298.55	56

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—continued.											
Burlington Junction...	3	\$2,143.67	\$1,000.00	\$213.99	\$139.98	\$2.06	.....	\$1,356.06	\$787.62	63	
Butler.....	2	8,361.41	2,000.00	1,000.00	376.21	26.02	.....	3,401.23	4,960.18	41	
California.....	3	4,058.98	1,500.00	229.99	333.00	8.64	.....	1,871.63	2,187.35	46	
Cameron.....	3	6,698.50	1,800.00	500.00	358.00	25.68	.....	2,683.68	4,009.82	40	
Canon.....	3	4,347.45	1,500.00	150.00	174.00	8.88	.....	1,832.88	2,514.57	42	
Cape Girardeau.....	3	8,437.47	1,900.00	300.00	371.25	26.96	.....	2,598.21	5,839.26	31	
Carrollton.....	2	10,448.00	2,100.00	1,822.05	477.50	27.20	.....	4,486.75	6,961.25	43	
Cartersville.....	3	3,358.53	1,400.00	.....	137.40	9.36	.....	1,546.76	1,811.77	46	
Carthage.....	2	19,481.66	2,500.00	3,565.27	611.01	294.45	\$4,128.47	11,099.20	8,382.46	57	
Cassville.....	3	4,373.76	1,400.00	284.54	159.75	16.20	.....	1,859.79	2,513.97	43	
Cassville.....	3	2,183.96	1,500.00	400.00	155.98	1.36	.....	1,637.34	626.64	76	
Centralia.....	3	3,891.42	1,500.00	400.00	240.95	6.92	.....	2,146.87	1,744.55	55	
Charleston.....	3	4,531.76	1,600.00	40.00	284.68	12.24	.....	1,936.27	2,595.49	43	
Chillicothe.....	2	16,317.91	2,400.00	3,449.23	900.00	186.04	2,923.99	9,899.31	6,418.60	64	
Clarence.....	3	2,239.49	1,100.00	80.00	131.85	4.40	.....	1,316.25	923.24	59	
Clarksville.....	3	3,260.64	1,400.00	50.00	162.77	3.52	.....	1,606.29	1,654.35	49	
Clayton.....	3	1,887.68	1,100.00	40.00	189.65	6.48	.....	1,286.13	601.55	68	
Clinton.....	2	11,372.92	2,300.00	2,448.90	600.00	201.60	2,759.36	8,909.86	3,063.06	73	
Columbia.....	2	16,808.56	2,500.00	3,895.04	1,000.00	278.12	1,998.66	9,581.82	7,226.74	57	Presidential Jan. 1, 1901.
Craig.....	3	1,244.35	500.00	.....	.....	72	.....	500.72	743.63	40	
Desoto.....	3	6,830.71	1,800.00	40.00	417.00	45.30	.....	2,802.20	4,028.51	34	
Dexter.....	3	4,158.71	1,400.00	70.00	202.00	7.12	.....	1,679.12	2,479.59	40	
Douglas.....	3	2,762.05	1,200.00	400.00	168.00	13.82	.....	1,781.32	970.73	65	
Edina.....	3	3,043.19	1,400.00	120.00	280.00	4.64	.....	1,754.64	1,288.55	58	
Eldorado Springs.....	3	3,854.94	1,500.00	320.00	224.25	8.24	.....	2,032.49	1,802.45	53	
Excelsior Springs.....	3	4,254.85	1,400.00	50.00	176.99	26.56	.....	1,663.55	2,611.30	39	
Farmington.....	3	4,659.30	1,600.00	220.00	382.00	15.20	.....	2,087.20	2,492.10	45	
Fayette.....	3	5,853.72	1,700.00	50.00	330.20	13.28	.....	2,493.48	3,760.24	36	
Fayette.....	3	1,426.26	600.00	.....	.....	3.52	.....	603.52	822.74	42	Do.
Fredricktown.....	3	3,686.24	1,400.00	200.00	114.00	8.64	.....	1,722.64	1,973.60	47	
Fulton.....	2	6,839.41	2,000.00	1,000.00	360.00	51.52	.....	3,411.52	6,627.89	38	
Gallatin.....	3	4,581.56	1,800.00	.....	246.00	10.64	.....	2,055.64	2,525.92	45	
Glasgow.....	3	5,504.59	1,400.00	40.00	176.05	7.52	.....	1,623.57	1,881.02	46	
Golden City.....	3	2,582.96	1,200.00	30.00	126.00	2.40	.....	1,358.40	1,224.56	53	
Grant City.....	3	3,071.57	1,300.00	250.00	174.00	3.04	.....	1,727.04	1,344.53	56	
Greenfield.....	3	2,642.23	1,200.00	200.00	150.99	4.40	.....	1,555.39	1,086.86	59	
Hamilton.....	3	4,635.25	1,600.00	100.00	191.00	6.48	.....	1,897.48	2,737.77	41	
Hannibal.....	2	21,815.49	2,600.00	8,632.60	.....	308.35	7,199.30	13,740.25	8,075.24	63	In Government building.
Harrisonville.....	3	5,043.21	1,600.00	40.00	270.00	18.16	.....	1,928.16	3,165.05	38	
Harrisonville.....	3	3,346.52	1,400.00	200.00	137.00	6.08	.....	1,743.08	1,603.44	52	
Higglsville.....	3	5,010.16	1,700.00	70.00	286.00	10.64	.....	2,069.64	2,940.52	41	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices, for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—cont'd.											
Oscola.....	3	\$2,942.61	\$1,200.00	\$200.00	\$176.00	\$5.60	.....	\$1,581.60	\$1,361.01	54	
Palmyra.....	3	4,381.99	1,500.00	110.00	254.00	10.56	.....	1,874.56	2,507.43	43	
Paris.....	3	6,114.73	1,600.00	300.00	166.40	10.79	.....	2,077.19	3,037.54	41	
Parkville.....	3	1,125.65	500.00	.....	.....	3.12	.....	503.12	622.53	45	
Patonsburg.....	3	2,176.25	1,100.00	38.38	195.08	2.00	.....	1,335.46	840.80	61	
Pierson City.....	3	4,610.43	1,600.00	100.00	56.00	9.36	.....	1,765.36	2,845.07	38	
Platte City.....	3	2,584.65	1,100.00	60.00	187.82	5.76	.....	1,353.08	1,181.57	53	
Plattburg.....	3	3,681.68	1,500.00	140.00	250.00	17.58	.....	1,907.58	1,724.10	53	
Pleasant Hill.....	3	8,567.55	1,500.00	.....	237.54	12.95	.....	1,750.50	1,817.05	49	
Poplarbluff.....	3	7,385.53	1,800.00	300.00	235.00	89.53	.....	2,374.53	5,011.05	32	
Princeton.....	3	2,817.71	1,400.00	120.00	226.50	3.68	.....	1,860.18	957.53	66	
Richhill.....	3	5,941.56	1,800.00	280.00	388.65	11.36	.....	2,320.01	8,621.55	39	
Richmond.....	3	5,354.93	1,700.00	270.00	231.76	16.52	.....	2,217.27	8,137.66	41	
Rockport.....	3	4,059.73	1,500.00	200.00	277.00	3.12	.....	1,980.12	2,079.61	49	
Rolla.....	3	4,798.78	1,500.00	350.00	213.15	7.76	.....	2,070.91	2,728.87	43	
St. Charles.....	2	10,191.42	2,000.00	1,632.60	420.00	55.92	.....	4,108.62	6,082.90	40	
St. Joseph.....	1	173,080.22	3,500.00	25,673.98	360.00	1,496.98	\$27,091.96	58,122.82	114,957.40	34	In Government building.
St. Louis.....	1	2,145,068.70	6,000.00	376,305.88	2,658.46	17,474.45	357,228.95	759,667.74	1,385,400.96	35	Do.
Salem.....	3	2,625.59	1,200.00	300.00	154.56	2.82	.....	1,657.37	968.22	63	
Saltburg.....	3	3,982.70	1,500.00	350.00	245.00	7.52	.....	2,102.52	1,880.18	53	
Sarcozie.....	3	2,670.92	1,200.00	100.00	184.00	2.64	.....	1,456.64	1,213.98	56	
Savannah.....	3	4,082.99	1,500.00	150.00	227.00	7.96	.....	1,894.96	2,178.93	46	
Sedalia.....	2	25,902.95	2,700.00	4,576.08	227.00	373.74	6,522.65	14,174.47	11,728.48	55	Do.
Seneca.....	3	2,457.17	1,100.00	60.00	76.00	3.04	.....	1,229.04	1,228.13	50	
Shelbina.....	3	3,706.51	1,500.00	200.00	201.00	7.76	.....	1,908.76	1,797.75	51	
Sheldon.....	3	2,685.86	1,100.00	.....	148.70	4.08	.....	1,252.78	1,433.08	47	
Slater.....	3	4,172.84	1,500.00	80.00	180.00	9.28	.....	1,719.28	2,453.56	41	
South St. Joseph.....	2	15,383.35	2,300.00	1,416.30	600.00	63.60	.....	4,379.90	11,003.45	28	
Springfield.....	2	54,283.69	3,100.00	7,100.00	260.00	621.16	12,841.84	23,663.00	30,620.69	44	Do.
Stanberry.....	1	5,004.15	1,700.00	260.00	236.00	6.24	.....	2,222.24	2,781.91	44	
Sweet Springs.....	3	2,659.19	1,300.00	.....	234.00	3.82	.....	1,463.82	1,195.27	55	
Tarkio.....	3	5,123.51	1,600.00	185.00	190.00	6.89	.....	2,065.68	8,067.95	41	
Thayer.....	3	2,635.71	1,200.00	350.00	205.00	1.56	.....	1,762.56	876.15	67	
Tippecanoe.....	3	2,945.86	1,200.00	80.00	141.00	1.52	.....	1,426.28	1,117.07	56	
Trenton.....	3	8,811.29	1,800.00	1,200.00	216.00	22.15	.....	3,338.16	5,473.13	35	
Troy.....	3	2,832.46	1,200.00	82.50	336.00	4.50	.....	1,486.06	1,347.41	57	
Unionville.....	3	3,063.56	1,400.00	300.00	350.00	12.87	.....	2,462.84	4,000.80	35	
Vandalia.....	3	3,183.72	1,400.00	250.00	228.00	3.74	.....	1,990.74	1,193.08	64	
Versailles.....	3	6,184.86	1,800.00	230.00	150.00	3.76	.....	1,783.76	1,404.40	52	
Warrensburg.....	2	8,124.82	2,100.00	2,146.38	470.00	61.24	2,765.82	7,585.49	1,646.98	92	
Warrenton.....	3	2,331.69	1,100.00	30.00	138.00	4.24	.....	1,287.24	1,044.45	53	

Presidential, Jan. 1, 1901.
In Government building.

Washington.....	3	4,463.66	1,600.00	200.00	212.00	10.72	.....	2,022.72	2,440.94	45
Webb City.....	2	9,189.56	2,100.00	2,727.18	445.50	138.15	.....	6,239.05	2,950.51	68
Webster Groves.....	3	3,820.67	1,300.00	.....	226.83	18.24	.....	1,546.07	2,275.60	40
Wellsville.....	3	2,644.31	1,100.00	50.00	177.25	2.48	.....	1,329.73	1,214.58	52
Weston.....	3	2,401.09	1,200.00	.....	100.00	2.80	.....	1,302.80	1,088.89	54
West Plains.....	3	7,929.05	1,900.00	800.00	304.00	14.64	.....	3,013.64	4,910.41	38
Willow Springs.....	3	2,851.89	1,300.00	100.00	196.00	4.48	.....	1,002.48	1,249.41	56
Windsor.....	3	3,812.96	1,400.00	80.00	244.70	5.60	.....	1,730.30	2,082.66	45
Total.....	.....	4,066,535.83	255,655.16	620,719.39	45,068.92	32,971.04	564,498.56	1,518,901.06	2,537,634.77	37
MONTANA.										
Anaconda.....	2	21,953.13	2,500.00	3,635.61	1,060.00	124.42	3,412.40	10,732.43	11,220.70	49
Belt.....	3	2,698.64	1,400.00	60.00	243.00	1.28	.....	1,704.28	994.36	63
Big Timber.....	3	3,070.08	1,300.00	200.00	173.15	2.64	.....	1,675.79	1,394.29	55
Billings.....	2	13,015.21	2,200.00	2,068.64	697.17	25.76	899.59	6,921.16	7,094.06	46
Boulder.....	2	2,741.39	1,200.00	80.00	196.00	2.56	.....	1,478.56	1,262.83	54
Bozeman.....	2	11,017.89	2,200.00	2,400.00	400.00	29.74	.....	6,029.74	6,988.16	46
Butte.....	1	73,616.47	3,200.00	15,969.69	352.08	1,159.48	12,363.17	33,094.42	40,522.06	45
Deer Lodge.....	2	4,372.45	1,600.00	80.00	56.00	4.32	.....	1,740.32	2,632.18	40
Dillon.....	3	6,740.39	1,800.00	300.00	831.00	6.56	.....	2,437.56	4,302.83	36
Fort Benton.....	3	4,211.61	1,500.00	100.00	192.00	3.62	.....	1,792.48	2,419.13	43
Glendive.....	3	3,464.33	1,400.00	60.00	166.00	3.12	3,458.49	10,672.39	1,834.81	41
Great Falls.....	3	26,197.45	2,600.00	4,400.92	.....	212.96	.....	1,865.12	15,525.06	41
Hamilton.....	3	4,286.93	1,500.00	130.00	252.00	3.12	.....	1,600.64	2,381.81	44
Havre.....	3	4,212.22	1,300.00	100.00	196.00	4.64	6,826.31	23,287.80	2,611.58	38
Helena.....	3	46,728.56	3,000.00	10,746.45	2,100.00	614.54	.....	2,182.92	23,441.26	50
Kalispell.....	3	11,069.98	1,900.00	240.00	33.00	9.92	.....	2,273.00	8,867.06	20
Lewistown.....	3	6,055.40	1,700.00	350.00	223.00	.....	.....	4,215.91	3,782.40	38
Livingston.....	3	9,188.93	2,000.00	1,760.00	435.00	30.91	.....	1,584.12	4,973.02	46
Marysville.....	3	2,669.64	1,300.00	60.00	223.00	1.12	.....	2,664.56	985.52	62
Miles City.....	3	6,951.85	1,800.00	500.00	358.00	6.56	.....	7,461.46	3,687.29	42
Missoula.....	2	16,956.23	2,400.00	3,296.62	65.86	28.56	1,668.42	1,956.40	9,494.77	44
Philipsburg.....	3	4,122.34	1,600.00	50.00	804.00	2.40	.....	2,299.57	2,165.94	47
Red Lodge.....	3	4,612.64	1,600.00	399.57	300.00	.....	.....	1,725.16	2,312.97	50
Virginia City.....	3	2,860.96	1,200.00	300.00	223.00	2.16	.....	1,562.00	1,135.80	60
White Sulphur Springs	3	3,044.43	1,300.00	.....	252.00	.....	.....	1,562.00	1,492.43	51
Total.....	.....	295,139.05	45,500.00	47,929.50	8,831.26	2,277.67	28,636.38	182,566.81	162,542.24	45
NEBRASKA.										
Albion.....	3	4,859.60	1,600.00	150.00	300.00	4.64	.....	2,054.64	2,804.96	42
Allamore.....	3	6,777.18	1,700.00	150.00	296.95	14.56	.....	2,151.51	4,625.67	32
Alma.....	3	3,105.09	1,500.00	40.00	269.90	1.44	.....	1,811.34	1,283.75	58
Arpahee.....	3	2,834.54	1,200.00	.....	173.99	1.52	.....	1,375.51	1,959.03	59
Ashland.....	3	4,021.63	1,400.00	50.00	197.00	6.64	.....	1,653.64	2,367.89	41
Atkinson.....	3	1,272.30	1,550.00	50.00	.....	1.12	.....	1,946.15	3,671.18	47
Auburn.....	3	4,223.16	1,600.00	100.00	337.83	8.32	.....	2,063.14	2,277.01	35
Aurora.....	3	6,849.35	1,700.00	40.00	807.70	9.44	.....	1,285.60	3,796.21	46
Bancroft.....	3	2,284.50	1,100.00	.....	164.00	1.60	.....	1,285.60	1,018.90	55
Beatrice.....	2	19,435.01	2,500.00	3,565.32	.....	54.57	6,580.70	12,650.59	6,784.42	65

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
NEBRASKA—cont'd.											
Beaver City	3	\$2,709.87	\$1,300.00	\$60.00	\$154.00	\$1.68	.....	\$1,525.68	\$1,184.19	56	
Blair	3	7,261.11	1,900.00	160.00	846.00	13.36	.....	2,318.36	4,942.75	32	
Bloomfield	3	8,029.74	1,300.00	100.00	166.00	2.48	.....	1,568.48	1,456.26	52	
Bloomington	3	1,637.62	825.00	37.50	.....	1.68	.....	864.18	773.44	53	
Bluehill	3	2,150.45	1,000.00	.....	142.00	1.12	.....	1,143.12	1,007.33	53	
Brokenbow	3	5,999.59	1,700.00	160.00	884.74	4.64	.....	2,199.38	8,200.21	41	
Cambridge	3	8,251.82	1,500.00	78.66	217.91	0.80	.....	1,797.37	1,453.95	55	
Cedar Rapids	3	8,466.28	1,400.00	60.00	184.00	1.20	.....	1,645.20	1,820.08	47	
Central City	3	6,299.34	1,700.00	120.00	296.00	7.20	.....	2,123.20	4,176.14	34	
Chadron	3	4,809.55	1,600.00	150.00	294.00	6.60	.....	2,049.60	2,259.95	48	
Clay Center	3	6,301.05	1,400.00	.....	174.00	2.08	.....	1,576.08	4,724.97	26	
Columbus	2	8,902.16	2,000.00	1,500.00	480.00	80.27	.....	3,960.27	4,941.89	44	
Cosad	3	8,555.43	1,600.00	.....	174.00	1.60	.....	1,776.60	2,179.83	45	
Crawford	3	2,566.13	1,100.00	60.00	198.00	8.52	.....	1,361.52	1,224.61	53	
Creighton	3	2,997.75	1,300.00	150.00	166.00	2.64	.....	1,618.64	1,279.11	56	
Cretia	3	6,032.13	1,700.00	80.00	826.00	9.20	.....	2,115.20	8,916.93	35	
Curtis	3	2,946.69	1,300.00	60.00	168.00	0.80	.....	1,528.80	1,417.89	52	
David City	3	5,416.86	1,700.00	240.00	240.00	15.10	.....	2,155.10	8,261.88	40	
Edgar	3	2,547.78	1,300.00	60.00	168.00	2.08	.....	1,580.25	1,317.53	54	
Exeter	3	2,463.59	1,100.00	.....	159.36	2.08	.....	1,261.44	1,202.15	51	
Fairbury	2	8,637.70	2,000.00	1,000.00	383.33	15.77	.....	8,349.10	5,288.60	39	
Fairfield	3	8,861.21	1,500.00	91.58	909.80	3.04	.....	1,904.42	1,676.79	53	
Farmington	3	5,990.69	1,500.00	60.00	166.00	4.08	.....	1,730.08	1,860.61	48	
Falls City	3	7,278.89	1,800.00	190.00	418.00	11.55	.....	2,419.55	4,869.34	33	
Franklin	3	2,220.08	1,000.00	.....	84.00	1.04	.....	1,086.04	1,135.04	49	
Fremont	2	20,680.88	2,500.00	3,248.92	.....	61.79	\$4,463.93	10,274.64	10,366.74	50	
Friend	3	3,700.69	1,400.00	.....	123.20	3.52	.....	1,526.72	2,223.97	41	
Fullerton	3	4,262.65	1,500.00	.....	236.23	3.84	.....	1,740.07	2,542.58	41	
Geneva	3	4,473.83	1,500.00	40.00	280.00	4.08	.....	1,824.08	2,649.77	41	
Genoa	3	2,884.53	1,200.00	100.00	224.00	1.23	.....	1,625.84	1,258.69	54	
Gordon	3	2,463.65	1,100.00	70.00	140.00	1.23	.....	1,311.23	1,092.30	55	
Gothenburg	3	3,000.07	1,500.00	50.00	294.00	1.04	.....	1,785.04	1,775.03	50	
Grand Island	2	17,122.89	2,500.00	3,045.90	600.00	56.39	3,622.84	9,860.13	7,252.76	57	
Harrington	3	8,712.76	1,500.00	289.75	289.75	2.48	.....	1,942.23	1,770.52	52	
Hastard	3	18,196.88	1,800.00	150.00	223.00	2.48	.....	1,823.88	1,672.00	46	
Hastings	2	16,868.97	2,500.00	3,317.32	700.00	197.65	5,100.27	11,613.23	7,073.75	52	
Haystack	3	1,283.82	500.00	.....	82.00	8.52	.....	608.52	608.52	53	
Hebron	3	4,655.44	1,600.00	90.00	281.60	6.98	.....	1,978.98	2,676.46	43	
Hedroge	3	6,027.13	1,800.00	800.00	385.00	10.16	.....	2,468.16	5,558.97	41	
Holbrook	3	2,474.40	1,100.00	.....	140.00	1.04	.....	1,242.40	2,232.00	50	
Hooper	3	3,943.77	1,500.00	.....	243.00	2.40	.....	1,745.40	2,198.37	44	
Humboldt	3	.....	.....	.....	.....	.....	.....	.....	.....	.....

In Government building.

Presidential, Jan. 1, 1901.

Humphrey	3	2,681.82	1,100.00	174.00	2.00	1,276.00	1,405.32	48
Indiana	3	11,878.61	1,300.00	173.88	138.44	9,474.38	1,643.28	47
Kearney	2	2,467.15	2,300.00	2,648.91	138.44	9,474.38	2,044.64	82
Lexington	3	4,577.11	1,100.00	362.00	1.80	1,265.60	1,201.55	52
Lincoln	3	147,882.28	1,600.00	40.00	3.92	1,986.92	2,581.19	44
Lyons	1	2,502.10	1,100.00	20,780.97	973.50	50,717.81	97,164.47	34
McCook	3	7,174.46	1,900.00	174.00	11.24	1,216.24	1,916.86	51
Madison	3	3,517.50	1,400.00	60.00	13.44	2,153.44	5,021.02	30
Minden	3	4,550.24	1,600.00	282.00	10.85	1,762.85	1,754.65	50
Nebraska City	2	12,779.37	2,300.00	277.00	2.90	1,919.80	2,630.44	42
Nelson	3	3,705.51	1,500.00	2,382.63	25.05	9,175.85	3,603.62	72
Neuman Grove	3	3,102.84	1,400.00	280.00	5.20	1,825.20	1,880.31	49
Norfolk	3	2,313.65	1,100.00	174.00	2.72	1,576.72	1,526.12	51
Northbend	3	10,855.71	1,500.00	183.00	1.92	1,254.92	1,058.78	54
North Platte	2	2,754.34	2,200.00	125.00	1.50	626.60	415.40	60
Oakland	3	7,096.80	1,800.00	40.00	82.25	4,771.15	6,084.56	44
Omaha	3	390,389.30	1,800.00	186.00	2.72	1,448.72	1,306.62	53
O'Neill	1	4,311.31	1,500.00	855.55	17.36	2,332.91	4,763.89	33
Ord	3	3,678.45	1,300.00	186.00	1.76	1,497.76	1,568.58	49
Osceola	3	3,001.24	1,500.00	60,277.07	3,749.20	149,676.24	240,714.06	38
Oxford	3	2,929.04	1,400.00	250.00	6.96	2,056.96	2,254.35	48
Pawnee City	3	5,702.92	1,800.00	1,400.00	6.44	1,845.44	2,083.01	48
Pender	3	3,111.91	1,300.00	223.00	1.04	1,594.04	984.51	60
Peru	3	2,734.92	1,200.00	197.50	1.44	1,524.44	1,476.80	51
Pierce	3	2,772.83	1,200.00	231.00	1.44	1,728.94	1,200.10	59
Plainview	3	2,664.32	1,300.00	280.00	6.00	2,137.00	3,565.92	52
Plattsmouth	3	9,650.36	2,100.00	236.00	3.28	1,621.28	1,490.63	52
Ponca	3	2,795.82	1,200.00	191.98	1.36	1,391.05	1,343.87	51
Randolph	3	3,311.42	1,300.00	164.00	1.36	1,365.36	1,407.57	49
Ravenna	3	3,236.36	1,400.00	181.00	2.56	1,363.56	1,331.76	51
Redcloud	3	4,918.81	1,300.00	420.00	20.23	4,350.00	5,310.96	45
Redwood	3	4,591.82	1,600.00	186.00	4.56	1,513.06	1,788.36	46
Rushville	3	2,054.95	1,100.00	206.00	2.72	1,608.72	1,623.64	50
St. Edward	3	2,450.00	1,000.00	174.00	1.12	1,436.12	883.69	62
St. Paul	3	672.19	1,600.00	277.00	4.80	1,921.80	2,670.02	42
Schuyler	3	6,909.35	1,600.00	174.00	1.04	1,479.42	577.43	72
Scribner	3	1,176.32	1,600.00	106.48	1.36	1,106.88	1,943.16	45
Seward	3	6,481.98	1,600.00	283.40	6.28	1,938.68	2,613.51	43
Shelton	3	2,737.83	1,700.00	294.00	6.80	2,020.80	3,288.55	38
Sidney	3	2,788.96	1,200.00	270.00	1.44	661.44	614.88	48
South Omaha	3	66,132.49	1,300.00	160.46	1.52	2,087.60	3,394.28	38
Stanton	1	3,162.13	1,200.00	174.00	4.16	1,361.97	1,385.96	49
Stromburg	3	3,416.55	1,400.00	289.40	816.08	21,846.14	1,160.70	36
Superior	3	4,678.94	1,500.00	50.00	3.44	1,702.84	45,786.35	33
Sutton	3	3,409.11	1,600.00	220.00	8.44	1,762.72	1,449.29	54
Syracuse	3	2,639.06	1,400.00	274.00	2.76	1,973.76	2,686.58	42
Taberock	3	2,001.27	1,200.00	186.00	3.60	1,683.60	1,170.51	45
Tecumseh	3	6,311.19	1,700.00	184.00	.88	1,367.04	1,171.52	51
Tekamah	3	4,331.93	1,500.00	264.00	4.88	2,083.88	3,862.31	38
	3			229.50	4.16	1,933.51	2,386.12	45

In Government building.

Do.

Presidential, Jan. 1, 1901.

In Government building.

Presidential, Jan. 1, 1901.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEBRASKA—cont'd.											
University Place	3	\$2,445.26	\$1,100.00	\$107.61	\$238.21	\$6.00	\$1,446.82	\$998.44	59	Presidential, Apr. 1, 1901.
Valentine	3	2,831.23	1,300.00	300.00	324.40	3.24	.....	1,827.64	1,003.59	65
Wahoo	3	6,619.29	1,700.00	300.00	304.00	7.44	.....	2,311.44	3,307.85	41
Walden	3	2,553.38	1,200.00	.....	180.00	2.00	.....	1,382.00	1,171.38	54
Wauson	3	4,484.23	2,500.00	.....	.....	4.48	.....	2,983.75	2,207.76	66
Wayne	3	5,385.22	1,700.00	70.00	312.00	6.16	.....	2,088.16	3,287.06	39
Weeping Water	3	2,989.64	1,300.00	.....	220.96	2.64	.....	1,023.60	1,468.04	51
Westpoint	3	4,396.84	1,600.00	60.00	304.00	3.64	.....	1,970.64	2,416.20	45
Wilber	3	3,182.63	1,500.00	.....	316.00	3.84	.....	1,819.84	1,362.79	57
Winnebago	3	2,680.01	1,200.00	.....	178.63	1.44	.....	1,320.07	1,359.94	49
Wymore	3	4,882.16	1,600.00	50.00	772.00	25.84	.....	1,847.84	2,984.32	40
York	2	11,003.91	2,200.00	2,248.92	196.63	20.40	.....	4,665.95	6,337.96	42
Total .....	.....	1,118,971.93	172,225.00	122,810.71	26,197.80	6,627.93	\$143,809.60	471,671.04	647,300.89	42
NEVADA.											
Austin	3	2,365.02	1,100.00	250.00	120.00	56	.....	1,470.56	895.46	62
Carson City	3	7,499.42	1,900.00	700.00	.....	6.32	.....	2,616.32	4,883.10	35
Delamar	3	2,922.83	1,300.00	20.00	223.00	1.12	.....	1,544.12	1,378.71	53
Elko	3	3,795.56	1,500.00	300.00	194.00	.....	.....	1,994.00	1,801.56	53
Eureka	3	2,628.82	1,100.00	500.00	120.00	1.60	.....	1,721.60	907.22	65
Reno	2	12,604.84	2,300.00	2,007.60	400.00	41.92	1,414.96	6,164.50	6,440.34	49	
Virginia	3	5,010.86	1,600.00	.....	380.00	8.56	.....	1,968.56	3,042.30	39
Wadsworth	3	3,404.67	1,400.00	70.00	149.50	2.08	.....	1,621.58	1,783.09	48
Winnemucca	3	3,418.70	1,400.00	199.82	195.99	3.68	.....	1,799.49	1,619.21	53
Total .....	.....	43,651.72	13,600.00	4,047.42	1,762.49	75.84	1,414.96	20,900.73	22,750.99	48
NEW HAMPSHIRE.											
Antrim	3	2,948.64	1,300.00	.....	199.00	6.56	.....	1,505.56	1,443.06	51
Ashland	3	3,638.66	1,500.00	50.00	143.75	8.56	.....	1,702.31	1,936.35	47
Berlin	2	9,368.69	2,100.00	1,682.60	465.00	27.96	.....	4,215.56	5,153.13	45
Bristol	3	3,137.87	1,400.00	350.00	177.00	7.76	.....	1,934.76	1,203.11	62
Claremont	2	11,228.13	2,000.00	2,098.90	600.00	47.34	.....	4,946.24	6,291.89	44
Colebrook	3	2,859.65	1,300.00	150.00	196.00	7.84	.....	1,653.84	1,205.81	58
Concord	1	58,794.44	3,100.00	14,885.87	.....	980.98	15,392.89	33,869.69	24,924.75	58
Dover	2	18,313.70	2,500.00	3,066.05	1,050.00	327.19	6,165.74	13,098.98	6,214.72	72	
East Jaffrey	3	2,317.15	1,100.00	.....	171.00	6.08	.....	1,277.08	1,040.07	55

AUDITOR—PRESIDENTIAL POST-OFFICES.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Bernardsville.....	3	\$2,852.74	\$1,500.00	\$117.98	\$17.60	\$1,635.58	\$1,217.16	57	In Government buildings.
Beverly.....	3	4,024.26	1,800.00	.....	100.00	28.44	.....	1,925.44	2,094.82	45
Bloomfield.....	2	15,066.48	2,600.00	\$2,587.86	548.69	173.68	\$5,352.63	11,242.86	3,513.62	76	
Boonton.....	3	9,414.58	1,700.00	.....	308.00	65.84	.....	2,063.64	7,356.94	22
Bordentown.....	3	6,636.78	1,700.00	400.00	192.17	55.84	.....	2,343.01	4,293.77	35
Boundbrook.....	3	6,410.82	1,800.00	240.00	300.00	41.92	6,162.15	2,331.92	4,078.90	37	
Bridgeport.....	2	20,373.22	2,500.00	2,948.92	725.00	348.02	.....	12,684.09	7,689.13	62
Burlington.....	2	12,886.58	1,300.00	1,706.32	612.38	73.12	2,639.71	7,331.71	5,554.87	57	
Caldwell.....	3	2,821.41	1,100.00	.....	112.43	23.52	.....	1,337.95	1,483.46	44
Camden.....	1	84,441.57	3,200.00	13,941.21	.....	1,294.23	35,961.53	53,748.57	30,694.00	64
Cape May.....	3	6,286.27	1,500.00	.....	310.00	133.76	.....	2,443.76	6,942.51	25
Chatham.....	3	2,286.89	1,100.00	.....	128.46	13.84	.....	1,442.30	1,844.59	55
Clayton.....	3	2,201.39	1,100.00	.....	127.60	9.60	.....	1,237.10	1,964.29	51
Clinton.....	3	2,863.35	1,500.00	.....	163.00	6.74	.....	1,471.24	1,392.11	56
Collingswood.....	3	6,801.51	1,500.00	.....	166.00	7.04	.....	1,673.04	5,128.47	55
Cranford.....	2	19,301.45	2,500.00	1,716.30	400.00	148.43	1,385.71	6,100.44	13,201.05	32	
Deerstown.....	2	4,861.01	2,000.00	230.00	304.97	10.16	.....	2,104.10	2,756.91	46
Dover.....	2	15,400.13	2,000.00	2,943.84	399.74	67.12	.....	5,113.50	10,286.63	35
Duellen.....	3	2,422.12	1,300.00	.....	199.74	11.52	.....	1,683.52	838.60	69
East Orange.....	3	58,176.84	3,100.00	5,194.34	1,043.10	1,074.50	14,168.95	24,838.80	33,337.93	42	
East Harbor City.....	1	6,340.84	2,100.00	.....	170.00	41.08	.....	1,250.08	5,090.76	54
Elizabeth.....	1	6,122.65	3,100.00	8,900.00	1,475.00	738.22	21,380.03	35,643.65	25,498.00	58	
Elmer.....	1	9,247.75	1,000.00	.....	475.75	6.43	.....	1,093.23	141.50	49
Englewood.....	2	25,617.15	2,600.00	1,339.11	450.00	229.98	4,129.42	8,248.46	13,368.69	41	
Flemington.....	2	6,725.21	1,900.00	830.00	330.00	28.56	.....	2,471.56	4,253.65	37
Fredon.....	2	9,427.86	2,100.00	1,738.90	380.00	65.64	.....	4,304.54	5,123.32	46
Freshtown.....	3	2,046.54	1,300.00	150.00	149.10	4.13	.....	1,693.26	5,103.44	54
Glen Ridge.....	3	4,920.04	1,600.00	200.00	254.00	14.96	.....	2,084.96	2,835.08	62
Gloversville.....	2	4,653.28	1,600.00	.....	254.00	60.56	.....	1,684.56	2,968.70	36
Gloversville City.....	2	12,295.08	2,200.00	1,600.00	250.00	44.16	.....	4,094.16	8,200.92	33
Guttenberg.....	3	1,175.44	500.00	.....	.....	12.08	.....	512.08	683.36	44
Hackettstown.....	3	33,833.64	2,600.00	2,897.83	550.00	523.46	6,006.10	12,577.39	21,256.25	37	Presidential, Jan. 1, 1901.
Haddonfield.....	3	6,692.01	1,900.00	2,180.00	254.00	29.20	.....	2,267.20	4,424.81	34
Haddonfield.....	3	12,192.55	2,200.00	2,084.77	450.00	45.12	1,260.96	5,990.84	6,201.71	34	
Hammonton.....	3	2,113.41	1,100.00	40.00	138.00	2.32	.....	1,278.32	835.09	60
Hamorton.....	3	8,794.80	1,500.00	.....	290.10	23.92	.....	1,814.02	1,980.77	40
Helmsla.....	3	6,687.21	1,500.00	.....	100.00	2.60	.....	1,602.00	2,085.21	43
Highbridge.....	3	2,728.17	1,200.00	100.00	190.40	12.62	.....	1,563.02	1,228.15	55
Hightstown.....	1	5,085.14	1,600.00	.....	295.00	21.20	.....	1,916.20	3,168.94	38
Hoboken.....	3	98,983.15	3,100.00	9,721.66	.....	1,008.09	19,991.77	33,816.72	65,166.43	35
Irvington.....	3	5,017.79	1,700.00	.....	300.00	30.08	.....	2,030.08	2,987.71	40

City	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308</
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No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
South Amboy	3	\$4,597.55	\$1,600.00	\$70.00	\$292.43	\$35.12	.....	\$1,997.55	\$2,600.00	43	
South Orange	2	14,509.54	2,400.00	1,654.51	528.00	198.16	\$2,866.12	7,735.79	6,733.75	53	
South River	2	2,365.77	1,100.00	.....	169.45	12.24	.....	1,261.69	1,064.08	54	
Summit	3	17,618.34	2,400.00	2,348.92	587.37	224.00	2,687.08	8,247.32	9,371.02	47	
Swedesboro	3	4,240.92	1,600.00	.....	133.96	8.96	.....	1,742.92	2,498.00	41	
Tenafly	3	4,215.12	1,500.00	.....	117.26	36.40	.....	1,653.65	2,561.47	39	
Toms River	3	3,477.05	1,400.00	.....	122.00	16.40	.....	1,538.40	1,938.65	44	
Trenton	3	116,628.61	3,400.00	17,681.79	76	1,181.97	29,115.00	51,379.51	65,149.00	44	
Upper Montclair	1	3,260.26	1,300.00	.....	168.00	41.84	.....	1,509.84	1,750.42	46	
Vineland	2	14,122.39	2,300.00	2,057.06	549.80	77.38	4,559.03	9,543.27	4,579.12	66	
Washington	2	29,770.55	2,700.00	3,400.00	700.00	272.43	1,750.70	8,823.13	20,947.42	30	
West Hackensack	2	20,846.82	2,600.00	1,600.00	500.00	406.76	2,543.59	7,650.33	12,196.49	33	
Westfield	2	15,167.81	2,500.00	2,532.60	570.00	303.47	922.39	6,828.46	8,339.35	45	
West Hoboken	2	15,434.33	2,500.00	2,108.68	600.00	472.19	4,729.94	10,410.83	5,023.50	67	
West Orange	2	8,071.92	1,700.00	.....	250.00	50.56	.....	2,000.56	6,071.36	25	
Woodbridge	3	9,368.64	2,100.00	1,532.05	241.13	20.24	.....	3,893.42	5,475.22	42	
Woodbury	2	10,775.35	2,000.00	2,298.64	525.00	55.85	.....	4,879.49	5,895.86	45	
Woodstown	3	4,960.97	1,600.00	.....	131.00	13.60	.....	1,794.60	3,166.37	36	
Total		2,536,124.50	233,100.00	326,698.09	47,586.31	30,937.21	605,171.57	1,243,493.18	1,292,631.32	49	
NEW MEXICO											
Albuquerque	2	21,544.41	2,600.00	4,319.02	1,200.00	469.61	5,058.95	13,647.56	7,896.85	63	
Alamogordo	3	3,581.29	1,400.00	200.00	148.92	5.60	.....	1,754.52	1,776.77	50	
Carlsbad	3	3,634.43	1,500.00	.....	249.75	3.60	.....	1,733.35	1,901.08	48	
Deming	3	2,791.41	1,300.00	49.99	218.00	8.92	.....	1,571.91	1,219.50	56	
East Las Vegas	2	10,267.22	2,200.00	1,516.30	750.00	24.17	.....	4,490.47	5,776.75	44	
Gallup	3	3,802.73	1,400.00	90.00	228.00	2.48	.....	1,720.48	1,982.25	52	
Las Cruces	3	8,042.24	1,300.00	.....	175.85	3.04	.....	1,476.89	1,565.35	49	
Las Vegas	3	4,172.92	1,600.00	213.04	236.00	6.08	.....	2,055.12	2,117.80	49	
Raton	3	6,478.28	1,800.00	300.00	200.00	13.86	.....	2,313.36	4,164.92	36	
Roowell	3	7,544.97	1,800.00	50.00	189.75	13.12	.....	2,092.87	5,452.10	27	
Santa Fe	2	10,610.85	2,100.00	2,100.00	725.00	14.42	.....	4,940.42	5,670.43	47	
Silver City	3	6,322.75	1,700.00	280.00	291.55	9.44	.....	2,280.99	4,041.76	36	
Socorro	3	2,273.56	1,100.00	.....	152.00	2.40	.....	1,254.40	1,019.16	55	
Total		85,517.06	21,800.00	9,098.85	4,765.82	571.24	5,068.95	41,294.36	44,222.70	48	

In Government building.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Castle.....	8	\$3,175.63	\$1,400.00	.....	\$277.00	\$3.72	.....	\$1,683.72	\$1,491.91	53	Presidential, Jan. 1, 1901.
Castleton.....	3	2,225.62	1,100.00	.....	168.79	8.40	.....	1,277.19	946.43	57	
Cattkill.....	3	13,159.86	2,400.00	\$2,800.00	550.00	71.21	\$3,422.06	9,243.27	3,922.66	70	
Catsaugus.....	3	4,785.09	1,500.00	200.00	187.00	6.48	.....	1,893.48	2,892.21	40	
Caenovia.....	3	5,869.41	1,800.00	90.00	300.00	26.44	.....	2,216.44	3,783.97	37	
Champlain.....	3	2,667.63	1,100.00	.....	160.00	3.64	.....	1,162.64	894.99	52	
Chateaugay.....	3	10,996.96	1,200.00	.....	196.00	2.44	.....	1,399.44	1,297.22	52	
Chatham.....	3	10,996.96	2,200.00	1,948.92	680.00	34.57	.....	4,868.79	5,738.96	46	
Chautauque.....	4	1,127.42	1,700.00	1,000.00	225.00	41.32	.....	2,493.32	2,198.10	56	
Cherry creek.....	3	1,074.75	1,800.00	.....	300.00	8.64	.....	1,840.64	914.11	43	
Chester.....	3	2,792.23	1,200.00	.....	235.00	8.85	.....	1,843.85	863.38	56	
Chittenango.....	3	4,738.01	1,600.00	.....	274.00	11.85	.....	1,843.85	1,866.28	50	
Clyton.....	3	6,174.66	2,000.00	176.00	254.00	18.36	.....	2,648.66	2,390.06	46	
Clinton Springs.....	2	7,129.86	2,000.00	1,360.00	850.00	53.45	.....	2,768.45	5,471.06	46	
Clinton.....	2	10,054.93	1,700.00	1,900.00	950.00	23.44	.....	2,083.44	5,667.45	28	
Clyde.....	2	6,464.49	1,100.00	1,900.00	383.50	23.40	.....	2,413.10	9,647.85	44	
Coblekill.....	3	4,664.30	1,500.00	200.00	355.00	11.92	.....	2,420.92	9,023.87	38	
Cohoes.....	3	27,151.29	2,700.00	3,472.99	1,100.00	8.76	.....	7,654.76	8,009.54	35	
Coleraine.....	2	4,527.08	1,700.00	.....	398.72	16.74	9,072.91	16,741.92	10,469.97	62	
Collegerang.....	3	5,467.07	1,600.00	.....	216.16	26.76	.....	1,944.92	5,581.16	43	
Coopersburg.....	2	5,467.07	2,000.00	400.00	264.00	40.64	.....	1,904.64	5,553.33	33	
Coopers town.....	2	20,445.81	2,500.00	1,432.60	480.00	28.01	.....	3,948.61	6,822.46	48	
Cornwall on the Hud- son.....	3	3,867.80	1,500.00	3,868.85	891.67	338.68	5,871.21	18,499.91	6,984.76	66	
Corona.....	3	2,823.71	1,100.00	.....	139.00	45.64	.....	1,684.04	2,123.26	44	
Cortland.....	3	22,928.28	2,600.00	3,873.87	1,000.00	31.62	.....	1,319.62	1,504.19	47	
Coxsackie.....	3	4,171.45	1,500.00	200.00	256.92	16.40	6,888.31	14,097.63	8,380.65	61	
Croton on Hudson.....	3	2,446.31	1,100.00	.....	151.49	11.62	.....	1,973.92	2,196.13	47	
Cuba.....	3	6,562.21	1,800.00	240.00	377.59	14.58	.....	2,265.67	1,200.74	51	
Danville.....	2	16,656.79	2,400.00	8,048.90	500.00	48.02	.....	2,429.11	4,123.10	37	
Delhi.....	3	6,010.42	1,800.00	900.00	888.00	17.52	2,468.83	3,050.52	8,161.04	51	
Depew.....	3	2,878.92	1,200.00	.....	174.00	11.92	.....	1,395.92	2,989.90	51	
Deruyter.....	3	5,170.78	1,700.00	500.00	396.00	13.44	.....	2,609.44	2,561.34	48	
Dobbs Ferry.....	3	2,682.03	1,200.00	150.00	138.04	2.88	.....	1,490.92	1,041.11	50	
Dolgeville.....	3	8,416.96	1,900.00	.....	382.00	82.08	.....	2,314.08	6,102.87	27	
Dundee.....	3	3,582.98	1,500.00	.....	256.88	7.62	.....	1,761.80	2,202.40	44	
Dunkirk.....	3	15,651.29	2,400.00	119.16	252.00	5.98	.....	1,878.84	1,704.09	52	
Earlville.....	3	2,683.17	1,200.00	3,100.00	359.20	101.86	.....	11,632.69	3,918.80	75	
East Aurora.....	3	8,768.70	1,800.00	40.00	198.00	4.48	5,471.63	11,442.46	1,210.69	54	
					202.00	28.36	.....	2,081.36	6,722.34	23	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Holley.....	3	\$3,905.17	\$1,500.00	\$250.00	\$208.00	\$10.88	.....	\$1,978.88	\$1,926.29	51	
Home.....	3	5,393.83	1,700.00	200.00	360.00	16.96	.....	2,276.96	3,112.87	42	
Honeye Falls.....	3	2,693.09	2,100.00	.....	176.23	4.48	.....	1,480.71	1,212.38	55	
Hoosick Falls.....	2	13,082.56	2,500.00	2,387.94	500.00	49.68	.....	7,784.61	5,347.95	59	
Hornellsville.....	2	19,661.74	2,500.00	3,383.17	1,000.00	155.48	\$2,696.99	12,796.59	6,864.85	65	
Horseheads.....	3	3,815.78	2,500.00	80.00	1,000.00	9.44	5,758.24	1,985.44	1,920.34	50	
Hudson.....	2	19,593.68	2,500.00	3,900.00	1,080.00	288.06	4,481.17	12,249.23	7,344.45	63	
Huntington.....	2	8,998.49	2,100.00	2,498.64	280.67	21.93	.....	8,891.24	5,117.25	43	
Illion.....	2	17,233.19	2,500.00	2,258.70	600.00	86.77	.....	9,074.94	8,159.25	53	
Irrington.....	2	24,003.45	2,700.00	3,100.00	662.50	209.22	3,526.47	6,671.72	17,331.73	28	
Islip.....	3	3,390.84	1,500.00	.....	244.91	38.08	.....	1,782.99	1,607.85	53	
Ithaca.....	1	62,938.58	3,100.00	6,736.20	2,049.60	711.40	10,854.41	22,951.61	29,986.97	43	
Jamaica.....	2	37,760.23	2,700.00	7,282.25	1,691.09	569.16	11,407.86	23,529.86	14,230.37	62	
Jamestown.....	1	54,405.97	3,100.00	9,025.54	1,300.00	858.38	13,236.04	27,519.96	26,886.01	51	
Johnstown.....	2	17,406.00	2,500.00	3,105.43	726.00	91.76	6,258.21	11,680.40	6,725.60	67	
Jordan.....	3	2,369.29	1,200.00	.....	168.00	5.44	.....	1,373.44	996.85	58	
Keseeville.....	3	4,443.63	1,600.00	33.42	254.00	10.33	.....	1,897.75	2,545.88	43	
Kings Park.....	3	2,729.67	1,100.00	.....	121.01	13.20	.....	1,234.21	1,495.46	45	
Kingston.....	2	40,236.74	2,900.00	7,898.13	1,658.50	794.41	11,041.46	24,292.50	16,944.24	60	
Lancaster.....	3	4,156.38	1,500.00	.....	277.00	14.80	.....	1,791.80	2,364.58	39	
Larchmont.....	3	4,608.92	1,500.00	.....	200.00	86.32	.....	1,786.32	2,820.60	43	
Lawrence.....	3	3,652.02	1,400.00	.....	200.00	46.36	.....	1,646.36	2,006.66	45	
Leroy.....	2	16,719.96	2,500.00	2,850.00	800.00	29.22	.....	6,179.22	10,540.74	37	
Leathershire.....	3	4,487.58	1,500.00	.....	290.00	16.08	.....	1,776.08	2,711.50	40	
Liberty.....	2	10,186.01	2,100.00	1,898.90	262.79	84.64	.....	4,346.33	6,791.68	43	
Lima.....	3	2,858.60	1,200.00	.....	145.00	4.80	.....	1,349.80	1,508.80	47	
Little Falls.....	2	19,622.49	2,500.00	8,140.86	800.00	215.59	6,104.48	12,820.93	16,801.56	65	
Little Valley.....	3	3,582.72	1,400.00	130.00	200.00	8.56	.....	1,733.56	1,794.16	49	
Livonia.....	3	2,413.58	1,100.00	.....	120.00	2.16	.....	1,245.16	1,168.42	51	
Lockport.....	2	48,659.44	2,700.00	5,534.70	1,430.00	398.91	9,230.77	18,974.38	29,685.06	39	
Long Island City.....	2	54,715.01	2,900.00	7,031.76	799.08	799.08	19,859.96	32,240.73	22,474.28	59	
Lowville.....	3	7,202.05	1,900.00	1,600.00	360.00	20.80	.....	2,750.80	4,471.25	38	
Lyons.....	2	11,204.46	2,100.00	2,148.91	675.00	44.24	.....	4,968.15	6,336.31	43	
McGraw.....	3	3,413.77	1,400.00	38.66	520.00	2.89	.....	1,649.64	1,764.23	48	
Macedon.....	3	14,136.76	1,100.00	120.00	77.48	3.36	.....	1,300.84	1,038.17	56	
Malone.....	2	2,584.01	2,400.00	2,648.93	899.97	67.31	.....	6,918.21	8,219.59	42	
Mamaroneck.....	2	10,463.93	2,200.00	1,682.60	562.80	65.18	.....	4,450.09	6,013.85	46	
Manlius.....	3	3,583.03	1,400.00	.....	186.00	11.76	.....	1,697.76	1,985.27	43	
Marathon.....	3	3,462.74	1,500.00	110.00	194.00	7.92	.....	1,811.92	1,650.82	52	
Marcellus.....	3	2,334.35	1,000.00	.....	84.00	6.56	.....	1,040.56	1,243.79	47	
Marlboro.....	3	2,299.90	1,100.00	.....	174.00	6.56	.....	1,280.56	1,019.34	56	

City	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050	2060	2070	2080	2090	2100	2110	2120	2130	2140	2150	2160	2170	2180	2190	2200	2210	2220	2230	2240	2250	2260	2270	2280	2290	2300	2310	2320	2330	2340	2350	2360	2370	2380	2390	2400	2410	2420	2430	2440	2450	2460	2470	2480	2490	2500	2510	2520	2530	2540	2550	2560	2570	2580	2590	2600	2610	2620	2630	2640	2650	2660	2670	2680	2690	2700	2710	2720	2730	2740	2750	2760	2770	2780	2790	2800	2810	2820	2830	2840	2850	2860	2870	2880	2890	2900	2910	2920	2930	2940	2950	2960	2970	2980	2990	3000	3010	3020	3030	3040	3050	3060	3070	3080	3090	3100	3110	3120	3130	3140	3150	3160	3170	3180	3190	3200	3210	3220	3230	3240	3250	3260	3270	3280	3290	3300	3310	3320	3330	3340	3350	3360	3370	3380	3390	3400	3410	3420	3430	3440	3450	3460	3470	3480	3490	3500	3510	3520	3530	3540	3550	3560	3570	3580	3590	3600	3610	3620	3630	3640	3650	3660	3670	3680	3690	3700	3710	3720	3730	3740	3750	3760	3770	3780	3790	3800	3810	3820	3830	3840	3850	3860	3870	3880	3890	3900	3910	3920	3930	3940	3950	3960	3970	3980	3990	4000	4010	4020	4030	4040	4050	4060	4070	4080	4090	4100	4110	4120	4130	4140	4150	4160	4170	4180	4190	4200	4210	4220	4230	4240	4250	4260	4270	4280	4290	4300	4310	4320	4330	4340	4350	4360	4370	4380	4390	4400	4410	4420	4430	4440	4450	4460	4470	4480	4490	4500	4510	4520	4530	4540	4550	4560	4570	4580	4590	4600	4610	4620	4630	4640	4650	4660	4670	4680	4690	4700	4710	4720	4730	4740	4750	4760	4770	4780	4790	4800	4810	4820	4830	4840	4850	4860	4870	4880	4890	4900	4910	4920	4930	4940	4950	4960	4970	4980	4990	5000	5010	5020	5030	5040	5050	5060	5070	5080	5090	5100	5110	5120	5130	5140	5150	5160	5170	5180	5190	5200	5210	5220	5230	5240	5250	5260	5270	5280	5290	5300	5310	5320	5330	5340	5350	5360	5370	5380	5390	5400	5410	5420	5430	5440	5450	5460	5470	5480	5490	5500	5510	5520	5530	5540	5550	5560	5570	5580	5590	5600	5610	5620	5630	5640	5650	5660	5670	5680	5690	5700	5710	5720	5730	5740	5750	5760	5770	5780	5790	5800	5810	5820	5830	5840	5850	5860	5870	5880	5890	5900	5910	5920	5930	5940	5950	5960	5970	5980	5990	6000	6010	6020	6030	6040	6050	6060	6070	6080	6090	6100	6110	6120	6130	6140	6150	6160	6170	6180	6190	6200	6210	6220	6230	6240	6250	6260	6270	6280	6290	6300	6310	6320	6330	6340	6350	6360	6370	6380	6390	6400	6410	6420
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Wallon	3	\$6,513.99	\$1,800.00	\$250.00	\$350.00	\$18.46	\$2,418.46	\$4,095.51	37	In Government building.
Wappingers Falls	3	4,805.07	1,500.00	100.00	296.00	20.08	.....	1,916.06	2,889.00	40
Warrensburg	3	5,483.04	1,700.00	300.00	328.00	8.64	.....	2,286.64	3,206.40	41
Warsaw	3	9,683.58	2,000.00	1,900.00	365.00	249.46	.....	4,514.45	5,169.13	47
Warwick	3	6,305.18	1,700.00	100.00	285.00	12.24	.....	2,097.24	4,207.94	33
Washingtonville	3	2,485.80	1,100.00	.....	186.00	6.40	.....	1,242.40	1,243.40	50
Waterford	3	5,899.26	1,700.00	200.00	283.00	84.88	.....	2,217.86	3,681.39	41
Waterloo	3	9,483.57	2,100.00	1,600.00	500.00	33.44	.....	4,233.44	5,250.13	45
Waterville	1	48,358.52	3,100.00	6,945.11	.....	563.69	\$11,536.30	22,135.10	26,223.42	46
Waterville	3	5,198.48	1,600.00	.....	325.00	10.16	.....	1,035.16	4,163.32	37
Watkins	3	6,706.01	1,800.00	250.00	335.00	37.36	.....	2,422.36	4,283.65	36
Wayland	3	11,568.08	2,200.00	2,148.90	600.00	44.95	.....	8,424.97	3,143.06	73
Weedport	3	7,595.97	1,900.00	.....	249.00	9.92	.....	2,215.92	5,380.05	28
Wellsville	3	5,507.21	1,600.00	300.00	308.00	13.52	.....	2,221.52	3,285.69	40
Westfield	2	10,656.29	2,200.00	2,200.00	600.00	78.39	1,215.46	6,283.85	4,366.44	59	
West New Brighton	2	9,898.87	2,000.00	1,724.19	700.00	278.52	.....	4,702.71	5,196.16	48
West Point	2	30,800.91	2,700.00	3,082.60	940.00	120.31	5,084.67	11,777.58	19,023.33	38	
West Seneca	3	8,379.92	1,500.00	300.00	190.00	56.08	.....	2,046.08	2,833.84	47
West Troy	2	6,345.02	2,200.00	.....	126.00	27.44	.....	1,853.44	3,491.58	35
Whitehall	3	10,405.04	2,200.00	1,516.30	286.70	74.92	5,130.07	9,207.99	1,197.05	88	
White Plains	3	6,874.11	1,800.00	200.00	208.00	25.44	.....	2,138.44	4,740.67	31
Whitesboro	2	18,518.31	2,500.00	3,148.90	698.37	422.11	3,686.01	10,255.89	8,262.92	55	
Whitesboro	3	2,349.21	1,200.00	200.00	150.00	10.08	.....	1,060.08	789.13	66
Whitesboro	3	6,766.92	1,800.00	.....	149.80	87.84	.....	1,967.64	4,799.28	29
Whitneys Point	3	2,981.22	1,200.00	300.00	228.00	7.36	.....	1,735.36	1,225.86	59
Wolcott	3	5,019.69	1,600.00	.....	400.00	7.12	.....	2,007.12	3,012.57	40
Woodside	3	6,740.76	1,050.00	.....	.....	12.96	.....	1,062.96	5,677.80	16
Worcester	3	2,515.77	1,200.00	137.25	3.92	1,341.17	1,174.60	53	Presidential, Oct. 1, 1900.
Yonkers	1	64,683.91	3,200.00	9,159.83	2,823.68	1,101.54	22,460.05	36,245.10	28,438.81	56	
Total		17,658,044.97	656,500.00	3,049,227.24	437,710.33	210,386.45	3,124,709.14	7,478,635.16	10,179,509.81	42	
NORTH CAROLINA.											
Asheville	2	85,396.80	2,800.00	7,530.29	439.95	7,067.78	17,898.03	17,538.77	60	In Government building.
Biltmore	3	2,591.16	1,100.00	200.00	277.78	10.24	.....	1,548.02	1,043.14	60
Burlington	3	4,946.92	1,600.00	112.42	280.00	21.44	1,983.86	2,963.06	40	Presidential, Jan. 1, 1901.
Carriage	3	1,088.31	1,500.00	75.00	.....	2.64	.....	627.64	1,460.67	58
Chapel Hill	3	4,567.01	1,000.00	110.00	131.90	9.92	1,451.72	2,715.29	44	In Government building.
Charlotte	3	61,617.81	3,100.00	5,997.83	.....	476.99	7,704.73	17,372.42	34,245.39	54
Clinton	3	479.31	250.00	30.00	1.12	251.12	198.19	56	Presidential, Apr. 1, 1901.

Do.	Do.	Do.
31	4,855.76	2,190.08
56	1,028.56	1,439.24
80	1,707.29	2,499.24
87	6,059.89	2,499.24
87	6,059.89	2,499.24
40	1,991.84	2,499.24
41	6,401.12	2,499.24
37	6,667.58	2,499.24
41	24,382.82	2,499.24
44	7,352.68	2,499.24
94	8,821.18	2,499.24
77	7,700.77	2,499.24
64	1,876.12	2,499.24
56	1,844.82	2,499.24
49	1,844.82	2,499.24
35	1,844.82	2,499.24
53	2,059.84	2,499.24
46	1,882.17	2,499.24
61	1,882.17	2,499.24
51	1,882.17	2,499.24
43	3,376.87	2,499.24
49	3,961.18	2,499.24
68	4,843.38	2,499.24
29	5,360.68	2,499.24
45	1,564.42	2,499.24
51	1,619.75	2,499.24
40	1,739.27	2,499.24
50	1,248.90	2,499.24
56	1,923.41	2,499.24
43	2,158.13	2,499.24
38	3,149.52	2,499.24
44	2,663.16	2,499.24
28	14,065.47	2,499.24
46	1,927.14	2,499.24
46	13,473.81	2,499.24
63	6,500.37	2,499.24
51	1,294.80	2,499.24
38	3,928.51	2,499.24
33	9,619.74	2,499.24
61	4,440.37	2,499.24
49	71,489.52	2,499.24
43	2,392.32	2,499.24
60	7,786.69	2,499.24
55	1,292.14	2,499.24
36	2,326.17	2,499.24
45	2,888.89	2,499.24
62	824.70	2,499.24
59	935.71	2,499.24
46	73,142.98	2,499.24
48	1,496.66	2,499.24
49	2,594.44	2,499.24
44	2,190.08	2,499.24
56	1,028.56	2,499.24
80	1,707.29	2,499.24
87	6,059.89	2,499.24
87	6,059.89	2,499.24
40	1,991.84	2,499.24
41	6,401.12	2,499.24
37	6,667.58	2,499.24
41	24,382.82	2,499.24
44	7,352.68	2,499.24
94	8,821.18	2,499.24
77	7,700.77	2,499.24
64	1,876.12	2,499.24
56	1,844.82	2,499.24
49	1,844.82	2,499.24
35	1,844.82	2,499.24
53	2,059.84	2,499.24
46	1,882.17	2,499.24
61	1,882.17	2,499.24
51	1,882.17	2,499.24
43	3,376.87	2,499.24
49	3,961.18	2,499.24
68	4,843.38	2,499.24
29	5,360.68	2,499.24
45	1,564.42	2,499.24
51	1,619.75	2,499.24
40	1,739.27	2,499.24
50	1,248.90	2,499.24
56	1,923.41	2,499.24
43	2,158.13	2,499.24
38	3,149.52	2,499.24
44	2,663.16	2,499.24
28	14,065.47	2,499.24
46	1,927.14	2,499.24
46	13,473.81	2,499.24
63	6,500.37	2,499.24
51	1,294.80	2,499.24
38	3,928.51	2,499.24
33	9,619.74	2,499.24
61	4,440.37	2,499.24
49	71,489.52	2,499.24
43	2,392.32	2,499.24
60	7,786.69	2,499.24
55	1,292.14	2,499.24
36	2,326.17	2,499.24
45	2,888.89	2,499.24
62	824.70	2,499.24
59	935.71	2,499.24
46	73,142.98	2,499.24
48	1,496.66	2,499.24
49	2,594.44	2,499.24
44	2,190.08	2,499.24
56	1,028.56	2,499.24
80	1,707.29	2,499.24
87	6,059.89	2,499.24
87	6,059.89	2,

Concord	6,947.78	1,900.00	358.00	49.52	4,900.26	Presidential, Jan. 1, 1901.
Dunn	1,527.27	500.00	75.00	3.36	998.91	
Durham	19,400.00	2,500.00	8,249.08	324.90	10,838.77	
Edenton	8,528.67	1,000.00	1,000.00	26.06	9,631.44	
Elizabeth City	7,500.03	1,000.00	160.00	63.36	1,671.67	
Fayetteville	8,892.70	2,000.00	800.00	78.18	8,520.35	
Gastonia	5,712.90	1,000.00	422.10	21.68	6,897.42	
Goldboro	11,823.36	1,600.00	180.00	83.60	8,801.12	
Graham	2,183.84	2,100.00	600.00	9.21	4,983.60	
Greensboro	82,760.95	1,000.00	100.00	426.01	6,339.76	In Government building.
Greenville	8,975.94	4,103.26	360.00	15.92	11,585.03	
Henderson	5,712.73	1,500.00	206.00	36.64	1,979.03	
Hendersonville	4,398.66	1,700.00	176.00	20.82	2,182.64	
Hickory	5,408.78	1,000.00	245.38	14.82	1,996.82	
Highpoint	10,023.79	1,800.00	290.07	28.56	2,139.70	
Kinston	6,884.75	1,700.00	298.00	36.88	2,818.63	
Laurensburg	8,106.00	1,300.00	122.95	8.80	2,843.16	
Lenoir	8,210.51	1,200.00	169.90	5.20	1,654.26	
Lexington	8,822.77	1,400.00	146.00	9.44	1,975.10	
Linton	2,725.84	1,200.00	100.00	6.76	1,905.44	
Littleton	2,699.36	1,100.00	156.60	7.44	1,220.06	
Louisburg	2,758.14	1,300.00	129.96	6.44	1,436.40	
Lumberton	2,839.02	1,200.00	147.70	6.64	1,497.42	
Marion	2,803.78	1,200.00	130.00	9.12	1,834.66	
Maxton	639.51	275.00	19.88	3.82	1,859.12	
Monroe	8,566.67	1,500.00	274.78	14.80	2,265.25	
Morgan	8,870.34	1,500.00	341.00	14.48	2,449.36	
Morganton	4,812.53	1,800.00	826.27	11.52	1,774.86	
Moultrie	11,440.97	2,200.00	2,900.00	118.33	1,872.74	
Newbern	2,878.71	1,100.00	127.00	5.68	8,465.55	In Government building.
Newport	4,952.22	1,600.00	254.00	22.00	2,965.45	
Oxford	2,297.53	1,100.00	156.00	5.28	1,976.00	
Plymouth	45,149.41	8,000.00	6,614.04	526.43	2,886.25	Do.
Raleigh	1,451.52	650.00	30.00	2.16	1,411.28	Presidential, Jan. 1, 1901.
Red Springs	6,387.15	1,400.00	200.00	24.16	28,919.36	In Government building.
Reidsville	8,048.69	1,400.00	166.56	8.64	682.16	
Rockingham	6,754.93	1,700.00	860.00	32.28	4,262.90	
Rocky Mount	9,831.85	2,100.00	84.69	6.08	4,362.65	
Salisbury	2,647.36	1,000.00	91.63	7.62	4,775.47	
Sanford	2,998.28	1,300.00	133.86	6.88	1,149.15	
Seaford	8,372.92	1,400.00	191.15	9.62	1,440.74	
Shelby	1,988.77	825.00	380.00	6.20	1,557.54	
Smithfield	1,606.23	650.00	50.00	7.20	1,412.25	
Southern Pines	8,925.86	1,900.00	741.67	21.36	880.20	Presidential, Oct. 1, 1900.
Stateville	6,741.25	1,700.00	287.96	25.76	1,104.52	Presidential, Jan. 1, 1901.
Tarboro	1,236.89	550.00	150.00	4.82	6,262.83	In Government building.
Thomasville	2,761.50	1,200.00	188.80	9.62	2,143.72	
Wadesboro	2,248.34	1,100.00	111.04	7.20	704.82	
Warrenton	6,133.86	1,800.00	250.00	23.20	1,547.82	
Washington	8,320.47	1,900.00	450.00	28.20	1,258.24	
Waynesville	8,733.15	1,400.00	325.73	11.68	2,623.20	
Weldon	46,164.49	3,000.00	193.00	14.82	1,837.41	Presidential, Jan. 1, 1901.
Wilmington			7,984.43	787.28	1,897.32	
					20,365.71	In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NORTH CAROLINA—continued.											
Wilson	3	\$7,819.75	\$1,900.00	\$300.00	\$350.12	\$42.32	\$2,592.44	\$5,227.31	33	Presidential, Apr. 1, 1901.
Williamson	3	47,454.01	250.00	10.00	.....	1.12	.....	281.12	192.89	58
Winston-Salem	1	47,200.20	8,000.00	7,685.95	1,250.00	807.62	\$9,687.62	21,831.00	26,969.20	46	
Total		515,164.86	94,250.00	61,960.99	12,442.92	4,370.84	50,086.99	223,111.14	292,053.71	43	
NORTH DAKOTA.											
Bismarck	2	10,254.20	2,000.00	2,100.00	799.00	12.06	4,911.06	5,343.14	48	In Government building.
Bottineau	3	8,385.08	1,500.00	150.00	190.00	1.28	.....	1,641.28	1,743.76	45
Cando	3	8,944.63	1,500.00	80.00	110.00	.....	.....	1,690.00	2,254.63	45
Carrington	3	3,230.11	1,400.00	625.00	144.00	2.88	.....	2,071.88	1,158.23	64
Cassation	3	4,005.94	1,500.00	800.00	255.00	3.52	.....	2,659.02	1,346.92	61
Coopersdown	3	2,960.06	1,400.00	80.00	166.00	1.56	.....	3,643.56	1,333.50	55
Devils Lake	3	7,280.24	1,800.00	433.69	238.00	11.52	.....	2,543.21	4,697.03	35
Dickinson	3	4,786.22	1,607.00	869.00	244.25	4.88	.....	2,118.13	2,668.09	45
Drayton	3	1,974.19	1,000.00	180.00	104.00	1.36	.....	1,283.36	1,688.83	65
Ellendale	3	2,643.24	1,300.00	100.00	206.77	1.92	.....	1,610.29	2,032.95	61
Fargo	1	41,340.04	3,000.00	6,265.99	.....	246.56	5,451.73	14,964.27	26,376.77	35
Fessenden	3	2,638.57	1,300.00	.....	140.00	.....	.....	2,440.00	1,198.57	50
Graton	3	6,643.66	2,800.00	170.00	238.00	8.56	.....	3,278.56	3,365.12	49
Grand Forks	2	26,432.74	2,000.00	4,590.76	1,100.00	162.22	3,623.83	12,156.31	14,276.43	46	
Hankinson	3	2,539.45	1,200.00	115.00	183.27	1.34	.....	1,504.11	1,035.34	49
Harvey	3	3,323.46	1,300.00	.....	240.00	2.60	.....	1,541.60	1,781.86	51
Hillsboro	3	2,197.37	1,000.00	40.00	234.62	2.56	.....	1,789.64	1,407.72	51
Hope	3	7,927.61	1,000.00	108.00	168.00	10.81	.....	1,959.21	1,738.40	53
Jamestown	2	8,771.80	2,000.00	1,799.19	300.00	2.96	.....	4,200.00	8,792.84	53
Lakota	3	2,141.02	1,500.00	1,390.00	173.80	1.46	.....	2,169.98	1,832.84	58
Langdon	3	8,946.49	1,500.00	300.00	310.00	4.46	.....	2,154.56	1,792.93	55
Lidgerwood	3	2,527.98	1,200.00	230.00	175.00	6.92	.....	2,081.82	1,446.16	52
Lislaud	3	8,724.26	1,500.00	200.00	262.00	1.12	.....	1,980.19	1,744.07	55
Mandan	3	4,502.08	1,500.00	104.18	235.25	5.34	.....	1,954.24	1,777.05	52
Mayville	3	2,499.11	1,500.00	110.00	232.00	1.12	.....	1,844.74	2,657.34	41
Milton	3	3,200.53	1,100.00	.....	144.00	1.04	.....	1,243.12	1,956.41	53
Minot	3	8,912.78	1,400.00	50.00	196.00	6.08	.....	1,662.08	2,260.70	42
New Rockford	3	2,200.78	1,200.00	70.00	186.00	1.12	.....	1,467.12	2,733.66	47
Northwood	3	2,464.27	1,300.00	.....	174.00	1.96	.....	1,474.96	989.31	60
Oakes	3	2,199.06	1,100.00	300.00	173.99	1.62	.....	1,575.51	623.57	72

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
other—continued.											
Chicago.....	3	\$8,607.41	\$1,500.00	\$3,689.13	\$209.93	\$10.56	.....	\$1,720.49	\$1,886.92	48	
Chillicothe.....	2	22,061.16	2,600.00	239,120.59	1,000.00	284.80	\$6,584.55	14,058.48	8,002.66	64	
Cincinnati.....	1	1,370,038.36	6,000.00	239,087.94	5,246.85	13,185.78	239,087.94	502,599.16	867,438.20	37	In Government building.
Circleville.....	2	10,661.93	2,200.00	1,941.36	500.00	196.38	3,507.52	8,848.26	2,313.67	78	
Cleveland.....	1	992,612.66	6,000.00	146,086.62	4,113.14	9,151.83	211,424.03	378,774.62	613,837.94	38	Do.
Clyde.....	3	6,108.65	1,700.00	200.00	296.00	19.92	.....	2,215.92	3,867.73	36	
Collinswood.....	3	2,662.51	1,200.00	.....	154.01	17.44	.....	1,871.46	1,281.06	52	
Columbiana.....	3	3,477.51	1,500.00	299.87	176.00	8.72	.....	1,983.59	1,493.92	67	
Columbus.....	1	385,757.88	8,800.00	49,450.06	483.22	3,846.48	76,468.23	133,548.48	262,209.40	34	Do.
Columbus Grove.....	3	3,538.22	1,400.00	50.00	160.00	5.04	.....	1,615.04	1,923.18	46	
Conneaut.....	2	12,422.15	2,200.00	3,006.91	1,118.76	361.43	2,505.45	9,192.64	3,229.61	74	
Corning.....	3	2,567.56	1,100.00	.....	146.00	88.15	.....	1,279.15	1,288.40	50	
Codochton.....	2	15,796.21	2,400.00	2,809.77	700.00	338.70	3,001.60	9,250.07	6,549.14	59	
Covington.....	3	3,605.71	1,500.00	90.00	196.00	6.48	.....	1,792.46	1,813.23	50	
Crestline.....	3	6,616.23	1,800.00	765.55	298.00	17.52	.....	2,881.07	3,635.21	44	
Cuyahoga Falls.....	3	6,421.38	1,700.00	.....	300.00	18.32	.....	2,018.32	4,403.06	31	Do.
Dayton.....	1	265,099.64	8,600.00	30,446.88	625.00	1,966.65	49,979.99	85,986.52	169,113.12	34	
Dallam.....	2	14,520.46	2,300.00	2,132.60	193.84	263.61	5,265.88	10,577.09	3,943.37	73	
Degrift.....	3	2,715.00	1,200.00	.....	198.84	4.80	.....	1,618.64	1,196.36	56	
Delaware.....	2	16,132.60	2,500.00	3,865.20	700.00	286.11	4,310.80	11,112.11	5,020.49	69	
Delphos.....	3	6,587.76	1,800.00	180.00	433.82	31.12	.....	1,688.11	4,902.62	37	
Delta.....	3	3,728.96	1,400.00	61.11	223.00	4.00	.....	1,688.11	2,040.85	45	
Dennison.....	3	3,916.36	1,600.00	.....	825.41	21.52	.....	1,846.93	2,069.43	47	
Deushler.....	3	3,209.50	1,400.00	180.00	188.00	6.48	.....	1,724.88	1,485.02	54	
Dresden.....	3	2,634.26	1,200.00	.....	174.00	8.88	.....	1,382.88	1,251.38	53	
East Liverpool.....	2	82,045.88	2,700.00	3,565.20	1,500.00	383.51	6,138.16	14,231.87	17,814.01	44	
East Palestine.....	3	4,624.96	1,600.00	540.30	231.00	14.00	.....	2,885.80	2,239.66	52	
Eaton.....	3	6,036.56	1,700.00	70.00	400.00	22.72	.....	2,192.72	3,843.84	36	
Elmore.....	3	1,994.49	1,000.00	.....	131.76	2.64	.....	1,134.42	864.07	57	
Elmwood Place.....	3	2,427.46	1,100.00	.....	14.00	.....	.....	1,114.00	1,313.46	46	
Elyria.....	2	16,791.75	2,500.00	294.02	900.00	328.47	4,966.03	8,978.62	7,813.23	53	
Euclid.....	3	2,586.21	1,200.00	50.00	120.00	1.76	.....	1,371.76	1,214.45	53	
Findlay.....	2	27,778.29	2,700.00	5,088.89	1,200.00	1,765.06	8,799.06	18,888.60	9,489.79	66	
Forest.....	3	3,562.23	1,400.00	60.00	143.16	7.60	.....	1,610.76	1,951.47	51	
Fort Recovery.....	3	5,622.86	2,400.00	8,165.20	600.00	328.33	4,887.16	285.96	276.40	49	
Franklin.....	3	17,932.81	1,600.00	234.00	234.00	18.40	.....	10,880.69	6,181.85	64	
Frederick.....	3	9,316.31	1,500.00	.....	102.00	3.60	.....	1,722.40	2,593.91	40	
Fredericktown.....	3	12,383.49	1,100.00	94.96	102.00	3.60	.....	1,800.56	1,064.93	56	
Paymont.....	2	19,877.10	2,400.00	2,648.90	700.00	164.04	4,886.71	10,408.66	9,968.45	52	
Galton.....	2	11,614.82	2,400.00	2,168.32	400.00	402.72	3,562.27	5,071.81	2,643.01	78	
Gallipolis.....	2	10,118.13	2,200.00	2,368.90	660.00	213.20	.....	5,272.10	4,846.03	52	Presidential, Apr. 1, 1901.

3	2,820.01	1,300.00	111.00	13.28	1,424.28	1,395.72	50
3	1,900.00	120.00	252.00	6.64	1,876.64	2,309.98	46
3	6,780.09	400.00	140.00	24.64	2,464.64	2,309.98	36
3	4,037.20	1,300.00	183.58	8.88	1,992.41	2,044.79	49
3	2,850.57	1,300.00	169.00	20.49	1,499.49	1,391.08	52
3	3,013.13	1,300.00	222.96	8.76	1,526.72	1,486.46	51
3	2,965.21	1,300.00	180.00	7.92	1,581.18	1,387.08	53
3	3,306.28	1,400.00	174.00	47.44	1,661.44	1,666.84	49
3	2,862.81	1,100.00	280.00	7.28	1,508.58	1,354.23	58
3	4,354.20	1,600.00	22.50	12.16	1,884.66	2,499.54	42
2	12,885.42	2,400.00	1,783.34	26.14	6,282.86	6,800.57	48
2	13,349.31	2,400.00	2,748.90	180.46	8,547.48	4,802.38	64
2	2,294.21	1,000.00	30.00	2.56	1,178.06	1,066.15	53
1	42,837.44	8,000.00	6,800.27	9.68	22,453.00	19,834.44	53
1	2,560.96	1,300.00	136.00	0.60	1,695.60	866.26	66
1	6,946.78	1,800.00	219.37	8.32	1,957.69	3,268.07	37
2	10,434.57	2,100.00	2,048.90	32.94	6,231.84	6,202.73	50
3	1,535.23	600.00	35.00	2.16	687.16	668.07	48
3	3,145.37	1,400.00	120.00	7.92	1,726.09	1,419.28	55
3	2,563.03	1,200.00	145.50	4.96	1,350.46	1,212.57	55
2	14,767.17	2,400.00	608.72	90.78	11,672.66	8,094.51	79
3	6,317.57	1,500.00	863.40	41.86	3,903.26	4,432.61	47
3	2,816.20	1,300.00	75.00	6.96	1,834.24	1,919.78	60
3	4,983.60	1,600.00	896.98	11.34	2,161.82	2,161.82	54
3	1,233.80	1,000.00	333.00	23.44	2,161.82	4,111.62	34
3	18,941.51	2,500.00	2,189.94	183.69	9,523.61	7,023.07	58
2	10,911.51	2,500.00	2,598.64	213.26	4,291.55	6,837.44	44
2	10,832.61	2,300.00	360.00	53.68	2,367.82	4,504.72	44
2	6,598.35	1,700.00	1,217.50	15.90	2,757.67	2,757.67	32
3	40,269.58	2,900.00	800.00	13.20	18,508.90	21,760.68	46
3	6,650.99	1,900.00	280.00	26.64	2,515.64	1,494.35	36
3	12,463.84	2,300.00	220.00	16.75	4,068.75	8,417.09	33
3	6,383.79	1,700.00	241.24	28.16	2,467.40	2,916.39	46
3	7,354.29	1,900.00	360.00	29.60	2,699.60	4,654.69	37
2	17,391.70	2,500.00	600.00	356.63	10,899.50	6,502.14	63
3	3,605.44	1,400.00	2,557.32	8.72	1,606.68	1,998.51	45
3	2,665.55	1,300.00	197.91	8.00	1,468.00	1,197.55	55
3	2,822.56	1,100.00	160.00	3.84	1,287.84	814.72	61
3	2,315.45	1,100.00	196.00	4.56	1,500.56	315.59	65
3	3,965.51	200.00	220.00	10.88	1,980.88	2,054.63	48
3	3,431.27	1,400.00	195.00	7.20	1,782.20	1,699.07	50
3	2,696.59	1,200.00	60.00	2.56	562.56	620.75	62
3	47,625.58	8,000.00	1,500.00	8.96	1,556.96	1,421.63	58
1	29,568.09	2,700.00	7,000.00	127.30	8,768.01	20,395.31	45
2	24,000.98	2,700.00	4,264.59	463.88	15,385.52	16,866.07	52
2	24,400.98	2,700.00	3,398.91	473.28	12,617.96	11,783.02	62
2	12,058.00	1,900.00	3,706.00	61.12	2,337.62	9,720.38	19
2	7,927.30	1,900.00	400.00	19.28	2,729.28	4,598.02	37
2	19,492.01	2,500.00	410.00	357.49	13,074.64	6,407.37	67
2	3,806.25	1,500.00	3,614.12	8.56	1,778.56	2,029.69	47
2	8,296.69	2,000.00	50.00	15.01	3,299.66	5,080.08	39
2	8,296.69	2,000.00	1,000.00	254.65			59

Presidential Jan. 1, 1901.

In Government building.

Presidential, Jan. 1, 1901.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
OHIO—continued.											
Miamisburg.....	3	\$5,987.21	\$1,700.00	\$90.00	\$255.00	\$26.40	.....	\$2,071.40	\$3,915.81	35	
Middleport.....	3	3,999.55	1,500.00	.....	286.00	21.92	.....	1,787.92	2,211.63	45	
Middletown.....	2	18,885.42	2,500.00	4,133.16	775.00	249.08	\$4,908.66	12,460.90	6,374.52	66	
Millersburg.....	3	4,196.82	1,600.00	800.00	284.00	11.92	.....	2,165.92	2,029.40	52	
Minerva.....	3	2,878.99	1,300.00	.....	183.58	13.44	.....	1,497.02	1,381.97	52	
Mingo Junction.....	3	3,203.92	1,000.00	.....	163.58	19.44	.....	1,183.02	2,020.90	37	
Monroeville.....	3	2,520.98	1,200.00	50.00	143.86	7.04	.....	1,400.90	1,120.08	56	
Montpelier.....	3	3,451.04	1,300.00	.....	194.00	6.32	.....	1,500.32	1,950.72	43	
Mount Gilead.....	3	6,686.77	1,700.00	200.00	194.33	11.28	.....	2,105.61	4,581.16	37	
Mount Sterling.....	3	3,056.32	1,300.00	20.00	211.00	4.40	.....	1,535.40	1,520.92	50	
Mount Vernon.....	2	12,692.22	2,300.00	2,148.91	750.00	123.21	2,962.79	8,294.91	4,407.21	65	
Napoleon.....	3	6,047.62	1,700.00	80.00	296.00	22.92	.....	2,098.92	3,948.70	35	
National Military Home.	3	3,771.32	1,500.00	100.00	.....	16.88	.....	1,616.88	2,154.44	43	In Government building.
Nelsonville.....	3	4,973.09	1,600.00	225.00	228.00	21.60	.....	2,075.60	2,897.49	42	
Newark.....	2	24,421.66	2,600.00	4,458.78	400.00	495.03	8,330.52	16,299.28	8,122.38	67	
New Bremen.....	3	2,157.94	1,100.00	50.00	130.80	3.38	.....	1,284.16	873.78	59	
New Carlisle.....	3	3,348.95	1,200.00	30.00	155.00	3.20	.....	1,386.20	1,962.75	41	
New Comertown.....	3	3,842.46	1,500.00	280.00	250.00	14.64	.....	2,044.64	1,797.82	53	
New Concord.....	3	2,195.52	1,100.00	.....	89.92	2.80	.....	1,192.72	1,002.80	54	
New Lexington.....	3	3,552.79	1,400.00	50.00	242.00	12.56	.....	1,704.56	1,848.23	49	
New London.....	3	6,823.58	1,600.00	200.00	182.00	8.80	.....	1,990.80	3,332.78	37	
New Philadelphia.....	2	10,405.48	2,200.00	2,748.90	490.00	43.97	2,396.31	7,969.18	2,536.25	76	
New Richmond.....	2	2,432.45	1,200.00	300.00	144.25	12.72	.....	1,556.97	875.48	64	
Niles.....	3	9,912.40	2,200.00	1,349.78	418.00	52.42	1,076.20	5,096.40	4,816.00	51	
North Amherst.....	3	1,740.92	750.00	136.87	.....	3.20	.....	890.07	850.85	51	
North Baltimore.....	3	4,658.29	1,600.00	200.00	285.00	16.76	.....	2,111.76	2,546.53	45	
Norwalk.....	2	16,567.35	2,400.00	2,882.60	750.00	200.79	3,499.45	9,682.84	6,884.51	68	
Oak Harbor.....	3	3,026.87	1,300.00	.....	195.05	4.00	.....	1,499.05	1,527.82	50	
Oerrille.....	2	14,188.09	2,400.00	2,356.51	785.34	196.46	3,527.75	9,274.06	4,909.08	65	
Orrville.....	3	6,086.66	1,700.00	100.00	254.00	19.26	.....	2,163.26	2,922.40	42	
Osborn.....	3	2,436.23	1,100.00	100.00	104.00	5.28	.....	1,309.28	1,126.95	54	
Oxford.....	3	4,328.98	1,600.00	300.00	204.00	17.12	.....	2,121.12	2,207.81	49	
Painesville.....	3	6,401.18	1,800.00	200.00	882.59	34.96	3,688.05	9,665.25	4,069.63	37	
Paulding.....	2	21,166.74	2,600.00	2,700.00	596.27	84.93	.....	11,511.49	11,511.49	46	
Payne.....	3	6,054.09	1,600.00	.....	394.23	9.04	.....	1,963.27	3,090.82	39	
Perrysburg.....	3	2,821.13	1,100.00	.....	174.00	8.20	.....	1,277.20	1,543.93	48	
Piqua.....	2	19,956.21	2,600.00	.....	185.05	12.71	6,784.81	14,812.16	5,144.05	74	
Plain City.....	3	5,153.01	1,300.00	4,600.00	166.35	3.32	.....	1,469.87	2,683.14	42	
Plymouth.....	3	4,288.48	1,500.00	40.00	219.53	6.96	.....	1,766.49	2,521.99	41	

Presidential, Oct. 1, 1900.

Pomeroy.....	1,700.00	500.00	256.00	26.72	.....	.....	2,482.72	3,547.39	41	In Government building.
Port Clinton.....	1,600.00	210.00	252.00	13.84	.....	8,974.75	2,075.84	2,671.30	44	Presidential, Jan. 1, 1901.
Portsmouth.....	2,700.00	5,200.00	495.96	495.96	.....	.....	17,370.41	9,960.60	68	
Prairie Depot.....	500.00	5.00	.....	.....	.....	.....	605.00	618.26	43	
Prospect.....	1,400.00	2,213.31	164.00	4.90	.....	1,428.21	1,568.80	2,087.33	45	
Ravenna.....	2,200.00	33.29	637.57	270.57	.....	.....	6,749.09	4,362.96	61	
Richwood.....	1,400.00	33.29	99.35	7.44	.....	.....	1,540.08	1,986.56	44	
Ripley.....	1,500.00	600.00	277.00	15.34	.....	.....	2,392.34	1,852.61	56	
Rockford.....	1,100.00	.....	147.50	4.16	.....	.....	1,251.66	1,229.78	50	
Roseville.....	1,300.00	.....	156.50	6.04	.....	.....	1,461.54	1,922.36	43	
Sabina.....	1,200.00	.....	167.40	6.52	.....	.....	1,372.92	1,092.28	56	
St. Clairsville.....	1,500.00	60.00	150.00	10.96	.....	.....	1,720.96	1,742.80	50	
St. Mary.....	1,900.00	150.00	391.30	24.98	.....	.....	2,466.18	5,178.50	32	
St. Mary.....	1,100.00	163.61	163.61	5.60	.....	.....	1,469.21	1,131.30	56	
Salem.....	2,500.00	2,809.77	300.00	197.72	.....	3,511.44	9,818.93	7,237.21	56	
Salineville.....	1,200.00	100.00	140.00	10.16	.....	.....	1,450.16	1,218.68	54	
Sandusky.....	2,700.00	4,785.88	504.96	504.96	.....	9,206.89	17,197.63	12,700.96	58	In Government building.
Scioto.....	1,700.00	120.00	192.00	18.00	.....	.....	2,030.00	2,127.38	49	Presidential, Oct. 1, 1900.
Shawnee.....	900.00	29.16	.....	6.32	.....	.....	985.48	1,004.18	48	
Shelby.....	2,300.00	3,100.00	600.00	238.72	.....	2,440.33	8,704.05	2,224.06	80	
Shreve.....	1,100.00	.....	111.80	11.05	.....	.....	1,222.35	1,002.49	55	
Sidney.....	2,400.00	2,699.18	600.00	397.99	.....	3,420.68	9,517.85	4,406.04	68	
Somerset.....	1,100.00	.....	116.92	6.24	.....	.....	1,262.16	1,697.33	43	
South Charleston.....	1,200.00	.....	200.00	6.16	.....	.....	1,406.16	1,881.11	43	
Spencerville.....	1,400.00	90.00	183.89	7.60	.....	.....	1,681.49	1,597.37	51	
Springfield.....	3,400.00	20,921.29	922.53	922.53	.....	19,117.99	44,361.81	88,386.96	35	In Government building.
Steubenville.....	2,600.00	3,248.92	346.35	346.35	.....	6,982.78	14,178.05	11,725.22	55	Presidential, Jan. 1, 1901.
Swanton.....	500.00	50.00	.....	6.1	.....	.....	600.64	782.09	45	
Tiffin.....	550.00	3,600.00	500.00	356.82	.....	6,110.05	13,066.87	6,325.39	67	
Tippecanoe City.....	2,500.00	40.00	325.00	10.00	.....	.....	1,975.00	2,372.72	45	
Toledo.....	1,600.00	54,741.81	2,000.00	3,596.89	.....	79,884.34	143,922.04	210,673.96	41	In Government building.
Troy.....	1,700.00	300.00	223.00	22.48	.....	.....	2,245.48	3,051.36	42	
Urichville.....	2,400.00	2,948.90	600.00	184.10	.....	2,547.18	8,690.18	6,580.54	61	
Upper Sandusky.....	1,800.00	120.00	340.00	38.76	.....	.....	2,298.85	4,210.25	35	
Urbana.....	1,900.00	200.00	297.96	27.12	.....	.....	2,295.08	4,510.67	34	
Van Wert.....	2,400.00	2,914.13	500.00	205.23	.....	4,308.78	10,323.14	6,662.33	65	
Van Wert.....	2,300.00	2,700.00	500.00	309.67	.....	3,470.71	9,290.38	4,760.29	66	
Vermilion.....	1,100.00	80.00	161.79	10.08	.....	.....	1,351.87	1,178.44	53	
Vermillion.....	1,200.00	100.00	90.66	4.90	.....	.....	1,395.36	991.06	58	
Wadsworth.....	1,400.00	.....	195.00	7.12	.....	.....	1,602.12	2,045.35	44	
Wapakoneta.....	1,800.00	600.00	407.00	27.44	.....	.....	2,834.44	3,499.46	45	
Warren.....	2,500.00	3,248.92	660.00	294.99	.....	3,997.83	10,681.74	10,795.62	50	
Washington, C. H.....	2,400.00	2,725.90	455.33	447.17	.....	3,186.30	9,219.70	4,197.93	69	
Wauseon.....	1,700.00	170.00	380.00	12.24	.....	.....	2,262.24	3,190.03	41	
Waverly.....	1,400.00	200.00	225.00	7.96	.....	.....	1,832.86	1,670.43	54	
Wellington.....	1,900.00	100.00	313.67	17.04	.....	.....	2,380.71	4,662.29	34	
Wellston.....	1,900.00	900.00	360.00	27.52	.....	.....	2,667.62	6,514.31	32	
Wellsville.....	1,900.00	186.83	400.00	71.60	.....	.....	2,667.48	1,933.57	90	
West Liberty.....	1,500.00	100.00	221.00	10.08	.....	.....	1,831.08	1,888.67	50	
West Liberty.....	1,600.00	200.00	256.00	4.48	.....	.....	2,100.48	2,410.18	47	
Weston.....	1,200.00	.....	175.69	2.90	.....	.....	1,378.49	1,661.06	45	
West Unity.....	1,400.00	.....	183.08	1.44	.....	.....	1,584.52	1,902.54	45	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Willoughby	3	\$4,281.14	\$1,500.00	\$60.00	\$282.80	\$18.08		\$1,810.88	\$2,470.26	42	
Wilmington	3	7,898.29	1,900.00	360.00	420.00	31.20		2,701.20	4,697.09	37	
Woodfield	3	4,265.66	1,400.00	247.50	269.00	18.24		1,984.74	2,380.92	46	
Wooster	2	14,891.24	2,400.00	2,648.90	600.00	69.65	\$8,608.19	9,226.74	5,164.50	64	
Wyoming	3	3,876.62	1,500.00	15.00	174.00	22.40		1,711.40	2,165.22	44	
Xenia	2	14,506.09	2,400.00	2,916.22	560.00	88.90	4,840.68	10,554.70	3,950.39	73	
Yellow Springs	3	2,456.31	1,100.00	10.84.08	80.96	10.88		1,191.84	1,265.47	49	
Youngstown	1	61,181.64	3,100.00	10,757.06	2,260.00	724.53	20,712.51	34,841.12	26,340.52	57	In Government building.
Zanesville	1	88,875.33	3,100.00	10,757.06	2,260.00	968.23	16,777.73	32,268.02	21,107.31	60	
Total		5,604,025.09	421,550.00	803,605.90	88,617.98	53,824.38	1,016,968.25	2,384,086.41	3,219,938.68	43	
OKLAHOMA.											
Alva	3	7,566.46	1,600.00	600.00	31.00	9.68		2,240.68	5,325.78	30	
Blackwell	3	6,711.97	1,700.00	130.00	245.00	12.96		2,107.96	4,604.01	31	
Chandler	3	4,761.25	1,600.00	300.00	185.80	9.68		2,086.48	2,674.75	44	
Edmond	3	8,219.71	1,200.00	190.00	160.24	4.90		1,525.04	1,694.67	47	
Ereno	2	12,818.95	2,200.00	2,641.22	3.00	39.11	740.66	6,821.89	6,097.04	45	
Enid	2	20,469.27	2,500.00	1,322.22	58.66	29.31	4,032.07	4,011.38	8,774.86	37	
Guthrie	2	21,777.48	2,500.00	3,523.97	709.46	298.31		5,512.65	8,264.83	34	
Hennessey	2	1,461.48	1,600.00	1,600.00	167.46	13.62		3,327.17	5,088.62	49	
Kingfisher	3	6,892.70	1,800.00	1,200.00	40.12	18.96		2,678.92	1,631.79	33	Presidential, Jan. 1, 1901.
Langston	3	2,890.31	1,550.00	1,200.00	285.70	8.68		1,825.38	2,115.44	40	
Medford	3	3,890.82	1,300.00	70.00	223.00	5.96		924.04	3,224.94	39	
Mulhall	3	5,490.10	1,600.00	190.00	223.00	11.04		2,094.04	4,633.26	39	Presidential, Apr. 1, 1901.
Newkirk	3	5,249.00	1,700.00	50.00	200.52	10.48		1,981.04	28,899.45	34	
Norman	2	6,584.20	2,700.00	4,794.56	366.88	504.57	3,645.73	12,211.71	2,711.70	63	
Oklahoma	3	38,041.19	2,700.00	60.00	174.00	1.90		1,235.60	4,987.34	51	
Pawnee	3	4,688.88	1,400.00	300.00	174.00	2.96		5,104.57	4,215.87	53	
Perry	3	10,091.91	2,100.00	2,098.64	48.25	26.71	823.56	2,107.83	2,655.82	44	
Pondreok	3	6,823.23	1,700.00	300.00	246.00	7.62		2,053.62	7,557.01	33	
Shawnee	2	4,708.84	1,500.00	1,500.00	155.10	43.86		3,594.96	4,497.62	38	
Shawnee	2	11,155.97	2,000.00	3,800.00	199.80	10.32		2,280.22	1,883.21	50	
Stillwater	3	6,727.84	1,700.00	1,200.00	76.00	5.36		1,738.90	1,104.99	61	
Stroud	3	2,764.67	1,200.00	100.00	94.56	4.24		1,551.62	716.10	44	Presidential, Jan. 1, 1901.
Tulsa	3	2,847.79	1,550.00	240.00	94.56	1.69		1,064.49	993.65	54	Presidential Oct. 1, 1901.
Tulsa	3	1,967.62	825.00	224.99	281.10	4.60		2,070.94	8,208.67	39	
Waukomis	3	1,989.14	825.00	300.00	281.10	9.84					
Weatherford	3	6,279.61	1,500.00								

Woodward	3	4,651.44	1,500.00	300.00	207.95	10.48	2,018.43	2,648.01	48
Yukon	3	682.96	275.00	.....	.....	.80	275.80	377.16	42
Total	.....	200,582.54	43,150.00	21,555.51	4,228.08	1,082.66	80,082.62	120,449.92	40
OREGON.									
Albany	2	8,986.69	2,000.00	2,098.64	.....	28.31	4,126.95	4,899.74	46
Arlington	2	2,398.96	1,100.00	498.96	.....	.....	1,746.59	652.27	73
Ashland	2	5,859.20	1,700.00	890.00	146.65	7.52	2,851.52	8,507.69	40
Astoria	2	12,138.54	2,800.00	1,898.64	254.00	.....	6,200.76	8,987.78	68
Baker City	2	13,199.82	2,800.00	1,732.58	.....	146.61	6,890.04	6,890.04	48
Burns	2	1,100.00	1,000.00	1,000.00	1.00	7.17	1,864.00	7,787.86	63
Corvallis	2	4,151.36	1,700.00	100.00	831.00	.....	2,139.40	2,849.36	43
Cottages Grove	2	2,042.75	1,000.00	94.97	.....	8.40	996.25	1,645.98	49
Dallas	2	8,190.28	1,400.00	110.00	196.00	1.28	1,710.15	1,640.06	54
Eugene	2	10,436.14	2,100.00	1,532.60	240.00	14.98	8,687.58	6,447.56	37
Forest Grove	2	2,814.56	1,300.00	200.00	196.00	4.24	1,700.24	1,114.82	60
Grants Pass	2	5,640.27	1,700.00	400.00	204.00	7.44	2,811.44	3,528.83	41
Hepner	2	3,588.07	1,500.00	300.00	220.00	2.08	2,022.08	1,566.89	56
Hillsboro	2	2,266.05	1,100.00	120.00	166.00	8.84	1,898.84	1,576.21	61
Hood River	2	2,749.28	1,400.00	100.00	239.65	.....	1,742.05	2,007.28	46
Huntington	2	2,047.55	1,100.00	100.00	109.00	2.24	1,811.24	788.31	64
Independence	2	2,379.96	1,100.00	50.00	166.00	1.36	1,317.36	1,622.62	55
Lakeview	2	7,182.70	1,900.00	400.00	304.00	8.96	2,512.96	4,669.74	35
Lebanon	2	1,843.21	900.00	150.00	.....	56	1,050.56	792.65	57
McMinnville	2	2,083.27	1,000.00	300.00	164.00	64	1,464.64	618.63	70
Marshfield	2	4,898.27	1,600.00	140.00	306.00	5.60	2,068.60	2,834.67	42
Medford	2	8,659.81	1,500.00	120.00	230.00	3.92	1,853.92	1,805.59	51
Newberg	2	4,399.20	1,500.00	80.00	251.80	4.46	2,662.92	2,662.92	42
Newport	2	2,421.68	1,100.00	174.00	174.00	1.68	1,275.68	1,145.90	58
Oregon City	2	7,197.87	1,800.00	327.96	174.00	13.20	2,497.18	4,700.19	35
Pendleton	2	11,304.18	2,200.00	1,700.00	356.00	76.27	4,096.27	7,207.91	36
Portland	2	228,684.56	3,600.00	35,478.86	1,000.00	2,292.26	90,864.96	182,719.61	41
Prineville	1	2,281.78	1,200.00	160.00	.....	.....	1,861.20	920.53	60
Roseburg	2	6,384.97	1,700.00	500.00	385.00	8.96	2,566.96	8,768.01	41
Salem	2	18,824.12	2,500.00	3,698.90	600.00	350.29	11,168.34	7,660.78	59
Sumpter	2	468.45	250.00	.....	.....	4,014.15	250.40	218.06	54
Swanton	2	5,114.17	1,600.00	600.00	300.00	6.52	2,505.52	2,608.65	49
The Dalles	2	9,700.18	2,200.00	2,098.64	600.00	18.08	4,916.67	4,788.51	51
Tillamook	2	1,681.73	750.00	165.00	186.00	2.19	1,070.19	611.54	64
Union	2	3,016.88	1,400.00	300.00	196.00	3.36	1,901.36	1,116.52	63
Woodburn	2	476.65	250.00	50.00	.....	56	1,300.56	176.90	63
Total	.....	404,840.52	54,650.00	56,096.90	7,751.80	8,089.86	180,250.47	224,000.05	45
PENNSYLVANIA.									
Allegheny	1	192,544.10	8,500.00	30,640.10	400.00	2,861.67	94,225.53	96,818.57	49
Altoona	1	54,183.08	3,100.00	7,389.00	2,000.00	699.12	27,046.70	27,186.88	50
Arcata	1	49,510.93	3,100.00	7,101.21	2,000.00	787.68	27,391.92	22,119.01	55
Ambler	2	17,640.57	2,300.00	2,048.90	480.00	38.61	4,867.51	12,673.06	28

Do.

In Government building.

Presidential, Apr. 1, 1901.

Presidential, Oct. 1, 1901.

Presidential Apr. 1, 1901.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA— <i>contd.</i>											
Annapville.....	3	\$3,041.22	\$1,400.00	\$40.00	\$190.00	\$9.68	.....	\$1,639.68	\$1,401.54	54	
Apollo.....	3	6,094.46	1,700.00	160.00	268.66	2,140.65	.....	2,983.83	2,983.83	42	
Armstrong.....	2	6,200.57	2,000.00	1,000.00	480.00	86.72	.....	3,565.72	4,634.85	43	
Ashtland.....	3	6,248.07	1,800.00	60.00	983.00	20.78	.....	2,772.28	3,475.79	36	
Ashley.....	3	1,195.98	1,800.00	.....	4.82	4.82	.....	2,504.82	4,691.66	42	
Athens.....	3	6,563.01	1,800.00	120.00	413.00	20.80	.....	2,853.80	4,199.21	36	
Austin.....	3	8,972.68	1,500.00	.....	304.00	8.16	.....	1,813.76	1,158.92	46	
Avondale.....	3	2,093.64	1,000.00	300.00	85.00	9.78	.....	1,383.16	700.48	67	
Bangor.....	3	6,881.64	1,700.00	40.00	300.00	20.96	.....	2,080.96	4,800.68	30	
Barnesboro.....	3	1,561.09	1,500.00	.....	300.00	2.08	.....	2,552.08	4,820.84	36	
Beaver.....	3	6,078.12	1,700.00	.....	460.00	50.96	.....	2,210.96	3,969.01	36	
Beaver Falls.....	3	17,844.51	2,500.00	8,765.21	.....	178.57	\$6,423.00	12,872.78	4,971.73	72	
Beaver Springs.....	3	7,723.46	1,800.00	20.00	.....	38.80	.....	2,428.80	1,203.14	30	
Bedford.....	3	12,262.71	2,300.00	300.00	250.00	62.96	.....	2,893.96	4,604.06	35	
Bellefonte.....	3	8,485.50	1,500.00	2,600.00	490.00	24.96	.....	3,278.73	3,278.73	73	
Belle Vernon.....	3	2,786.80	1,200.00	200.00	196.00	11.52	.....	1,607.52	1,708.54	51	
Bellwood.....	3	3,954.07	1,400.00	.....	178.00	37.20	.....	1,615.20	1,740.87	48	
Bennett.....	3	8,369.55	2,000.00	1,000.00	337.10	37.83	.....	2,096.16	4,964.39	40	
Berwyn.....	3	2,961.68	1,400.00	.....	180.00	18.16	.....	2,086.16	863.47	71	
Bethlehem.....	3	19,663.09	2,500.00	2,998.91	850.00	393.73	.....	12,042.46	7,650.63	61	
Birdsboro.....	3	8,844.01	1,500.00	40.00	157.76	14.62	.....	2,712.38	2,131.63	45	
Blairsville.....	3	6,203.97	1,700.00	.....	254.00	46.72	.....	2,000.72	4,203.25	32	
Bloomburg.....	3	11,975.59	2,300.00	2,132.60	690.00	60.06	.....	2,651.47	4,188.47	65	
Blossburg.....	3	2,890.78	1,300.00	260.00	290.00	6.32	.....	1,846.32	1,044.46	64	
Boyerstown.....	3	8,580.96	1,400.00	80.00	175.94	6.64	.....	1,662.56	1,918.37	46	
Bradford.....	3	23,314.33	2,500.00	7,720.93	392.22	8,432.86	.....	12,896.03	10,418.30	55	
Bradford.....	3	34,652.08	2,800.00	6,783.17	616.00	451.42	8,798.99	19,449.58	15,202.50	52	
Bridgeport.....	3	2,396.32	1,100.00	.....	126.00	13.76	.....	1,239.76	1,168.56	56	
Bristol.....	3	8,607.12	2,000.00	1,500.00	260.00	98.42	.....	3,808.42	4,748.70	45	
Brookwayville.....	3	2,921.73	1,200.00	150.00	134.41	7.76	.....	1,492.17	1,429.56	51	
Brookville.....	3	7,817.00	1,900.00	700.00	336.00	36.60	.....	2,971.60	4,845.40	38	
Brownsville.....	3	4,584.12	1,600.00	100.00	283.00	46.80	.....	1,979.80	2,604.32	43	
Bryn Mawr.....	3	13,297.81	2,300.00	1,900.00	480.00	190.02	.....	4,870.02	8,427.79	37	
Butler.....	3	17,648.72	2,500.00	3,360.51	215.99	215.99	6,192.26	11,967.96	6,680.86	68	
California.....	3	3,378.52	1,400.00	.....	158.97	25.28	.....	1,584.25	1,794.27	47	
Cambridge Springs.....	3	6,696.26	1,700.00	360.00	283.00	57.04	.....	2,396.04	3,301.22	42	
Canonsburg.....	3	6,305.56	1,600.00	.....	225.00	39.12	.....	1,864.12	4,441.48	80	
Canton.....	3	5,201.18	1,300.00	200.00	340.00	10.96	.....	2,150.96	3,050.22	41	
Carbondale.....	2	13,240.13	2,900.00	2,648.90	750.00	162.58	3,607.54	9,369.02	8,871.11	71	

Presidential, Jan. 1, 1901.

Do.

In Government building.
Presidential, Jan. 1, 1901.

AUDITOR—PRESIDENTIAL POST-OFFICES.

In Government building.

Presidential, Jan. 1, 1901.

18,316.35	2,500.00	2,765.45	750.00	274.56	4,381.46	10,671.49	7,644.96	56
8,936.35	1,500.00	300.00	358.00	80.52		2,308.91	6,051.13	57
7,428.40	1,800.00	300.00	358.00	40.52		2,228.56	5,199.64	58
1,407.98	1,800.00	2,965.30	155.00	10.24		1,665.24	1,152.74	59
18,268.65	2,500.00	2,965.30	782.78	124.71	4,796.17	11,168.96	7,099.69	60
10,535.75	2,500.00	1,965.30	500.00	54.89		6,512.29	4,023.46	61
38,994.77	2,800.00	6,249.59	603.74	603.74	16,619.84	26,273.17	10,711.22	62
2,868.77	1,200.00		128.80	8.60		1,637.40	1,254.87	63
6,478.73	1,800.00	206.56	360.00	17.20		3,077.20	3,896.63	64
2,545.99	1,000.00	206.56	360.00	8.64		1,842.58	1,203.41	65
14,985.55	2,300.00	2,148.90	300.00	52.98	1,185.28	6,987.17	9,048.88	66
4,142.54	1,500.00		186.32	13.76		1,710.08	2,482.46	67
14,206.22	2,400.00	2,428.53	550.00	80.19	2,291.19	7,749.90	6,456.82	68
12,986.97	2,400.00	2,498.91	675.05	70.82	5,131.87	10,776.65	2,310.82	69
2,984.57	1,300.00	50.00	186.00	6.48		1,554.48	1,400.09	70
16,552.78	2,400.00	2,549.92	600.00	218.96	2,641.60	8,408.50	7,143.28	71
12,919.72	2,000.00	1,016.30	640.00	55.70		3,612.00	9,307.72	72
6,218.85	1,700.00		395.00	35.26		2,130.28	4,083.57	73
13,806.94	2,400.00	2,647.83	600.00	74.65	4,177.01	9,898.49	3,907.46	74
7,514.61	1,800.00	820.00	331.00	15.04		2,466.04	5,048.67	75
4,514.04	1,500.00	598.91	277.00	13.04		2,398.95	2,125.09	76
11,016.23	2,200.00	2,148.90	609.80	286.06	3,107.26	8,352.04	2,664.19	77
4,019.20	1,600.00		154.00	34.96		1,788.96	2,280.24	78
2,287.22	1,000.00	100.00	174.00	10.80		1,284.80	992.42	79
2,947.96	1,300.00	50.00	196.00	9.48		1,589.33	1,358.63	80
8,828.31	1,800.00	500.00	186.19	9.69		2,167.87	1,660.44	81
8,536.21	2,400.00	1,998.90	404.15	56.87		4,484.32	4,077.89	82
16,384.77	2,400.00	3,252.18	550.00	86.45	4,392.85	10,631.48	5,708.28	83
8,918.27	1,600.00		145.00	12.48		1,758.28	2,159.99	84
3,284.60	1,300.00	250.00	108.00	13.28		1,670.48	1,824.12	85
3,284.60	1,300.00		280.00	44.16		1,974.16	2,680.83	86
6,271.37	1,700.00		325.00	47.76		2,072.76	4,198.61	87
2,274.28	1,100.00		178.42	4.16		1,171.76	941.70	88
3,438.06	1,500.00	100.00	104.00	7.76		1,582.58	1,726.90	89
3,630.98	3,000.00		187.00	10.24	14,551.51	1,597.24	2,083.74	90
46,506.31	3,000.00	7,300.00	2,000.00	682.68		27,584.14	18,972.17	91
11,733.13	2,000.00	1,000.00	244.00	87.53		8,331.53	8,401.60	92
4,511.51	1,500.00	2,241.39	250.00	27.52		2,018.91	2,492.60	93
4,986.49	1,600.00	60.00	400.00	28.40		2,088.40	2,548.09	94
4,619.85	1,600.00		200.00	3.04		1,808.04	2,316.81	95
3,866.32	1,500.00		188.00	4.90		2,392.80	1,473.52	96
1,087.78	550.00			1.84		551.84	606.94	97
3,461.56	1,100.00	70.00	163.00	5.44		1,828.44	2,133.12	98
8,200.72	1,400.00		113.00	11.52		1,524.52	1,676.20	99
2,136.18	1,100.40		136.00	4.16		1,300.16	1,896.02	100
8,809.17	1,800.00		386.00	41.94		2,196.94	6,809.23	

REPORT OF THE POSTMASTER-GENERAL.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total ex-penses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—c'td.											
Everett.....	3	\$4,575.02	\$1,500.00	\$300.00	\$228.96	\$12.96		\$2,041.92	\$2,583.70	45	
Payette City.....	3	2,475.68	1,000.00	100.00	124.00	12.13		1,286.13	1,286.66	50	
Forest City.....	3	3,906.03	1,400.00		800.00	24.56		1,774.56	2,132.07	45	
Forest Washington.	3	3,215.47	1,400.00		246.00	0.40		1,652.40	1,563.07	51	
Franklin.....	3	6,237.05	2,600.00		46.00	11.82		1,651.92	3,563.13	51	
Franklin.....	3	23,048.88	2,800.00	3,298.90	700.00	280.89	\$5,225.67	12,020.86	1,510.21	51	
Freedom.....	3	3,048.38	1,800.00	80.00	250.00	18.32		1,748.32	1,571.56	49	
Freeland.....	3	4,320.75	1,800.00		250.00	18.32		1,748.32	2,571.73	48	
Freeland.....	3	4,242.21	1,800.00		142.70	22.00		1,583.70	2,658.51	40	
Gadsden.....	3	4,862.11	1,500.00	300.00	222.57	14.98		1,987.55	2,874.56	40	
Gadsden.....	3	2,989.82	1,300.00	20.00	162.00	18.82		1,502.82	1,487.18	51	
Gadsden.....	3	10,697.20	2,100.00	2,048.92	851.57	43.28		4,543.77	6,153.43	42	
Gadsden.....	3	2,371.72	1,200.00	20.00	196.00	2.72		572.72	1,799.00	42	Presidential, Jan. 1, 1901.
Grandville.....	3	2,605.25	1,200.00		84.24	2.72		1,430.24	1,175.05	55	
Grandville.....	3	2,582.52	1,100.00		115.00	4.34		1,219.64	1,372.88	48	
Greenock.....	3	3,027.50	1,300.00	200.00	240.40	0.68		1,750.88	1,276.62	58	
Greensville.....	3	22,971.41	2,600.00	2,927.17	1,100.00	316.00	4,970.48	11,913.68	1,057.76	52	
Greensville.....	2	12,522.94	2,200.00	2,820.65	498.00	57.02	2,388.73	7,969.40	4,563.54	64	
Grove City.....	3	5,749.22	1,800.00	50.00	217.00	24.40		2,091.40	3,657.82	56	
Hamburg.....	3	8,198.98	1,300.00	110.00	198.00	13.12		1,619.12	1,579.81	51	
Hannover.....	3	13,183.09	2,100.00	16,694.15	385.00	44.20		4,029.20	9,163.89	31	
Harrisburg.....	3	143,183.86	3,300.00	16,694.15	1,218.84	44.20	20,560.46	41,783.45	101,370.41	29	In Government building.
Hastings.....	3	2,741.27	1,100.00	90.00	190.20	4.46		1,354.68	1,396.59	49	
Haverford.....	3	9,981.00	2,100.00	1,299.19	300.00	78.84		3,778.08	6,202.97	34	
Hawley.....	3	2,904.62	1,300.00	1,146.60	168.21	10.24		1,625.05	1,278.57	56	
Hazleton.....	3	9,126.19	2,500.00	3,148.90	900.00	132.71	6,185.02	12,846.63	8,278.56	61	
Hollidaysburg.....	3	6,896.67	1,700.00	60.00	306.00	31.04		2,097.04	3,799.63	36	
Honesdale.....	3	11,887.22	2,200.00	1,600.00	800.00	387.45	2,416.98	7,204.38	4,682.84	61	
Honesdale.....	2	9,661.94	2,100.00	2,100.00	500.00	32.24		4,732.24	4,929.70	49	
Honesdale.....	2	6,661.94	1,400.00	40.00	221.40	15.04		1,676.44	1,904.60	47	
Honesdale.....	3	8,681.04	1,400.00	87.50	218.90	6.48		1,881.98	1,969.07	48	
Honesdale.....	3	3,801.05	1,500.00	99.99	114.99	12.48		1,477.46	1,431.63	61	
Honesdale.....	3	2,909.09	1,300.00	49.99	348.41	3.48					
Honesdale.....	3	16,890.55	2,500.00	2,400.00	900.00	348.41		9,014.91	7,875.64	53	
Huntingdon.....	2	10,567.08	2,300.00	2,456.90	800.00	114.33	2,686.14	8,810.37	2,276.71	79	
Indiana.....	3	6,186.68	1,800.00	460.00	48.00	48.00		2,458.00	8,728.68	29	
Irwin.....	3	6,186.68	1,800.00	368.47	77.94	46.00		2,236.41	5,674.99	40	
Leannette.....	3	7,811.40	1,800.00		123.99	8.32		2,806.00	4,022.51	36	
Leannette.....	3	6,328.51	1,800.00		46.00	8.32		2,282.21	1,940.77	48	
Leannette.....	3	5,572.98	1,100.00		214.00	17.36		1,731.96	2,146.19	45	
Leannette.....	3	6,865.97	1,700.00	290.00	396.05	29.12		2,405.17	4,460.80	35	
Leannette.....	3	6,865.97	1,700.00	290.00	396.05	29.12		2,405.17	4,460.80	35	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—c'td.											
Montgomery.....	3	\$2,838.67	\$1,200.00	\$70.00	\$166.00	\$6.08		\$1,442.06	\$1,396.59	51	
Montoursville.....	3	3,190.20	1,300.00	80.00	120.00	6.16		1,466.16	1,734.04	46	
Montrose.....	3	6,806.10	1,700.00	450.00	282.74	18.64		2,451.38	3,354.72	42	
Mount Carmel.....	2	10,557.38	2,000.00	2,099.19	650.00	41.31		4,690.50	5,866.88	44	
Mount Jewett.....	3	3,343.57	1,400.00	200.00	171.00	9.62		1,780.52	1,563.05	53	
Mount Joy.....	3	4,883.81	1,400.00		143.26	11.86		1,564.62	3,319.19	32	
Mount Pleasant.....	3	8,073.01	1,900.00	150.00	288.00	15.20		2,886.56	6,686.45	30	
Muncy.....	3	5,255.89	1,600.00	200.00	260.00	15.20		1,985.20	3,260.69	38	
Munhall.....	3	3,103.54	1,200.00	100.00	300.00	26.36		1,478.54	1,578.18	49	
Myerstown.....	3	2,800.03	1,200.00	73.26	186.00	9.28		1,478.54	1,321.49	53	
Nanticoke.....	3	4,904.46	1,700.00	110.00	331.00	17.12		2,154.12	2,746.34	44	
Natrona.....	3	2,457.93	1,100.00	60.00	133.58	11.53		1,649.68	2,593.67	54	
Nazareth.....	3	4,219.35	1,400.00	80.00	204.00	15.68		1,171.99	1,147.43	51	
New Berry.....	3	3,418.13	1,400.00	200.00	160.31	11.68		1,861.65	1,556.50	54	
New Bethlehem.....	3	2,441.03	1,100.00		106.00	6.00		1,214.00	1,227.03	50	
New Brighton.....	3	11,876.34	2,200.00	2,132.60	500.00	91.39	\$1,298.31	6,212.30	5,664.04	52	
New Castle.....	2	35,235.82	2,700.00	6,113.04	925.00	549.82	11,651.17	21,069.03	14,166.79	60	Presidential, Oct. 1, 1900.
New Haven.....	3	1,640.94	750.00			10.16		760.16	880.78	46	
New Kensington.....	3	6,721.00	1,800.00	240.00	240.00	58.40		2,084.40	4,636.60	31	
Newport.....	3	3,578.38	1,500.00	240.00	150.00	13.28		1,908.28	2,392.06	44	
Newtown.....	3	3,513.18	1,400.00	300.00	200.00	18.16		1,616.16	1,897.02	46	
Newville.....	3	3,223.32	1,400.00	300.00	170.78	5.45		1,817.25	1,412.06	56	
New Wilmington.....	3	2,482.62	1,200.00		117.00	9.32		1,324.92	1,158.10	53	
Northampton.....	3	31,372.36	2,700.00	3,916.76	1,011.00	655.44	8,302.72	16,674.92	14,737.44	52	
North Clarendon.....	3	2,813.67	1,300.00	30.00	131.00	6.44		1,803.64	1,070.88	55	
North East.....	3	5,581.69	1,800.00	200.00	290.00	17.84		2,370.94	3,210.75	32	
Northumberland.....	3	8,597.63	1,900.00	40.00	298.86	11.16		1,738.66	1,758.97	50	
North Wales.....	3	3,874.64	1,500.00	40.00	110.00	11.04		1,621.04	2,253.60	43	
Onondaga.....	3	8,446.06	1,400.00		135.00	19.84		1,681.84	1,764.21	49	
Oil City.....	2	37,154.17	2,900.00	4,971.13	1,350.00	409.60	7,104.88	16,685.61	20,478.56	45	
Olyphant.....	3	8,704.18	1,400.00	130.00	292.00	17.92		1,759.92	1,944.26	48	
Oswego.....	3	8,642.18	1,500.00	240.00	145.00	4.58		1,649.56	1,992.62	49	
Oswego Mills.....	3	8,210.62	1,400.00	240.00	240.00	24.86		1,904.86	1,305.76	59	
Overbrook.....	3	4,626.37	1,500.00		200.00	37.36		1,737.36	2,789.01	33	
Palmyra.....	3	6,759.33	1,700.00	450.00	266.00	17.44		2,403.44	3,355.89	42	
Parkeersburg.....	3	8,280.74	1,800.00	59.92	105.00	5.46		1,470.38	1,780.36	45	
Parkeersburg.....	3	2,981.57	1,400.00	137.64	128.00	16.32		1,681.96	1,299.61	57	
Parkeersburg.....	3	8,106.82	1,400.00	100.00	148.10	14.96		1,602.06	1,444.16	54	
Patterson.....	3	4,821.91	1,600.00	52.41	270.00	10.00		1,892.41	2,496.50	42	

Peckville.....	2,173.57	1,100.00	154.00	7.84	1,261.84	911.73	58
Pen Aryl.....	2,828.80	1,200.00	174.00	7.82	1,881.52	1,447.28	44
Perris.....	1,783.70	1,750.00	26.68	3.84	790.47	1,983.28	49
Philadelphia.....	8,698,501.10	6,000.00	711,648.14	44,690.13	1,742,486.40	1,986,044.70	47
Philipsburg.....	10,070.74	2,000.00	1,783.43	28.64	4,282.07	5,788.67	43
Pineville.....	13,092.02	2,800.00	2,686.96	276.70	9,864.50	8,727.52	72
Pittsboro.....	1,277.80	500.00	.....	12.72	8,510.28	764.58	40
Pittsburg.....	1,080,533.41	6,000.00	6,850.51	14,831.22	989,949.60	660,683.91	36
Pittsford.....	17,940.15	2,500.00	7,769.04	162.63	512.72	600,683.91	80
Plymouth.....	7,412.11	1,800.00	15.00	38.16	14,862.95	3,577.80	31
Port Allegany.....	4,443.56	1,500.00	432.00	12.82	2,286.16	6,126.96	40
Potsdam.....	27,618.52	2,400.00	70.00	18.32	11,394.97	6,223.55	66
Potsville.....	19,092.52	2,000.00	2,798.91	207.06	16,674.34	12,661.60	33
Potsdam.....	10,467.08	2,000.00	4,682.82	317.64	9,028.88	1,085.08	57
Potsdam.....	2,460.90	1,000.00	1,000.00	76.41	3,461.96	1,023.85	58
Quakerstown.....	106,864.22	3,800.00	15,214.02	765.67	64,870.21	52,704.32	51
Reading.....	5,410.18	1,700.00	821.00	24.56	2,046.56	8,864.62	38
Renovo.....	5,667.90	1,400.00	256.40	24.32	2,179.72	3,478.18	89
Richland Center.....	3,864.84	2,200.00	101.49	8.40	1,669.69	1,694.95	50
Ridgway.....	10,568.40	2,000.00	600.00	348.35	7,872.60	8,080.50	67
Roaring Spring.....	11,029.69	2,700.00	25.00	1.94	801.04	228.65	57
Rochester.....	11,073.40	2,000.00	600.00	92.74	4,466.08	6,610.37	40
Roseton.....	8,084.47	1,200.00	200.00	36.76	1,456.76	1,688.71	47
Roseton.....	8,078.45	2,000.00	354.00	28.27	1,111.46	3,963.97	51
St. Clair.....	7,424.59	1,800.00	194.00	8.79	1,263.76	1,162.93	52
St. Marys.....	6,264.49	1,800.00	278.30	84.86	2,413.36	6,241.12	52
Salisbury.....	2,115.11	1,600.00	152.39	14.04	1,886.47	1,865.69	51
Sandy Lake.....	12,970.23	1,400.00	100.00	38.82	1,834.58	1,600.00	63
Savoy.....	8,471.21	1,400.00	224.50	13.86	2,247.68	11,111.98	46
Scottdale.....	207,639.38	2,600.00	350.00	48.80	7,473.71	129,640.77	36
Scottdale.....	8,588.48	1,400.00	22,451.92	1,604.87	48,622.82	1,683.57	55
Sellersville.....	2,599.78	1,000.00	400.00	8.74	1,261.04	1,316.74	45
Sellersville.....	10,877.45	2,500.00	813.69	108.64	1,774.96	1,925.24	49
Shamokin.....	18,878.60	2,600.00	632.65	100.80	6,067.72	6,877.88	78
Sharon.....	19,496.65	2,000.00	2,498.90	292.70	8,980.12	9,877.88	48
Sharpsburg.....	14,383.45	1,700.00	245.91	47.44	2,143.85	12,240.10	18
Sharpsville.....	8,349.58	1,400.00	151.50	30.82	1,781.82	1,587.76	53
Shenandoah.....	8,890.38	1,400.00	205.28	6.40	1,751.63	1,628.75	52
Shenandoah.....	11,883.49	2,000.00	600.00	12.00	8,997.88	2,886.11	70
Shippensburg.....	7,374.09	1,900.00	410.00	19.76	2,929.76	4,444.33	46
Slatington.....	5,990.12	1,800.00	234.00	20.48	2,154.49	3,835.64	38
Slippery Rock.....	2,479.46	1,100.00	72.83	7.04	1,219.87	1,269.58	49
Smethport.....	4,812.07	1,600.00	280.00	24.64	1,694.64	2,917.43	39
Somers.....	7,218.63	1,800.00	640.00	28.80	2,928.80	4,289.88	41
South Bethlehem.....	22,975.28	2,600.00	720.00	416.96	10,984.69	11,760.69	48
Souderton.....	1,288.69	2,500.00	75.00	8.20	578.20	995.49	45
Spring City.....	8,619.69	1,600.00	206.24	12.56	1,818.80	1,700.60	52
State College.....	4,388.82	1,500.00	120.00	6.72	1,851.72	2,487.10	43
Steelton.....	11,146.66	2,800.00	600.00	67.60	7,804.08	8,844.68	70
Stroudsburg.....	7,689.80	1,900.00	292.07	37.60	2,519.67	6,170.13	33

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In Government building.Presidential, Jan. 1, 1901.
In Government building.

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Presidential, Apr. 1, 1901.

In Government building.

Presidential, Jan. 1, 1901.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—C't'd.											
Sunbury.....	2	\$12,777.86	\$2,800.00	\$2,148.90	\$894.13	\$178.64	\$8,517.51	\$8,670.18	\$4,088.68	68	Presidential, Jan. 1, 1901.
Susquehanna.....	3	6,623.31	1,500.00	500.00	558.00	80.96		2,688.96	2,866.70	41	
Swarthmore.....	3	6,450.86	1,700.00		240.00	12.12		1,849.12	4,897.74	31	
Swatsville.....	3	1,849.40	1,600.00			72.12		2,112.24	4,877.10	37	
Tamques.....	3	6,662.98	1,500.00	288.10	294.00	54.76		2,108.82	4,576.16	28	
Tarentum.....	3	7,583.24	1,600.00	500.00	290.00	46.16		2,708.16	5,875.08	48	
Tioga.....	3	6,862.34	1,500.00	200.00	178.88	6.24		2,078.16	2,888.68	57	
Tionesta.....	3	6,899.38	2,500.00	3,100.00	745.00	172.10	4,009.17	10,331.33	1,770.31	53	
Titusville.....	2	20,089.74	2,500.00	2,682.40	500.00	46.17	2,661.85	8,134.82	8,888.14	71	
Towanda.....	2	11,467.28	1,600.00	300.00	388.00	8.32		2,143.32	2,516.04	46	
Troy.....	3	4,689.51	1,500.00	200.00	240.00	14.40		2,044.04	2,576.47	44	Do.
Tunkhannock.....	3	4,411.76	1,500.00	200.00	240.00	82.96		1,884.96	2,514.82	43	
Turkeycreek.....	3	16,644.55	2,400.00	4,616.84	800.00	241.21	5,314.14	13,372.19	3,314.36	80	
Union City.....	2	8,617.50	2,000.00	1,632.60	374.22	28.71		4,080.54	4,538.94	47	
Uniontown.....	2	18,985.73	2,500.00	2,682.22	500.00	261.18	3,523.19	9,006.59	9,520.11	50	
Vandergrift.....	3	11,586.51	1,800.00		250.00	20.40		1,038.88	2,406.11	18	
Vernon.....	3	4,131.80	1,400.00	40.00	168.58	20.40		1,231.99	2,915.01	32	
Washington.....	3	38,346.60	2,900.00	3,668.83	1,000.00	246.97	4,514.79	12,431.59	31,913.99	84	
Washington.....	2	28,894.12	2,600.00	4,465.20	700.00	408.10	7,469.43	15,482.78	11,011.30	38	
Waterford.....	3	1,502.90	1,500.00		200.00	13.92		1,848.92	1,899.08	33	
Watertown.....	3	8,767.96	2,800.00	155.00	480.00	78.35		7,008.43	8,346.07	46	In Government building.
Wayne.....	3	15,384.60	2,400.00	2,688.04	600.00	286.79	1,462.04	8,821.51	8,868.71	49	
Waynesboro.....	3	17,388.22	2,400.00	2,134.97	319.25	31.44	3,099.76	2,860.69	5,150.50	38	
Waynesburg.....	3	8,001.16	1,800.00	700.00	177.00	8.48		1,488.48	1,182.62	56	
Weatherly.....	3	2,668.10	1,800.00		140.00	55.59		3,905.69	3,990.16	50	
Wellbory.....	3	7,975.75	2,000.00	1,400.00	540.00	547.50		14,100.64	14,845.16	84	
West Chester.....	2	28,946.48	2,700.00	8,716.61	1,500.00	647.50	5,638.58	11,651.28	1,051.97	61	
Westfield.....	3	2,708.20	1,200.00	249.96	250.00	240.69		4,390.69	10,049.96	30	
West Grove.....	3	5,908.35	1,600.00	70.00	211.40	31.04		1,912.64	8,990.71	32	
West Newton.....	3	2,749.12	1,200.00	400.00	166.00	9.36		1,776.36	8,978.76	55	
Whitehaven.....	3	74,492.45	8,200.00	12,296.20	2,000.00	1,873.18	21,821.16	40,690.49	38,801.96	65	
Wilkesbarre.....	1	66,204.51	8,200.00	10,594.29	176.83	645.01	14,686.88	29,036.18	39,169.33	43	In Government building.
Williamsport.....	1	5,519.90	1,200.00	1,000.00	470.00	56.95		1,884.27	1,185.63	55	
Williamstown.....	3	6,540.61	2,000.00	1,000.00	888.16	11.76		3,028.95	6,081.66	37	
Winmding.....	3	5,747.48	1,400.00		202.00	12.48		1,514.92	4,002.51	30	
Wrightsville.....	3	8,041.47	1,800.00	200.00	183.75	8.28		1,437.08	1,026.99	50	
Wyalusing.....	3	2,014.51	1,100.00		186.00	29.84		1,077.48	877.48	71	
Wyncote.....	3	3,583.78	1,500.00					1,715.84	1,817.99	49	

Wyoming	3	2,044.95	1,000.00	.....	77.13	8.48	.....	1,085.61	959.84	58
York	1	62,088.39	3,100.00	.....	.....	683.58	.....	24,571.71	37,486.05	40
Zelenople	3	3,444.62	1,100.00	.....	137.71	7.44	.....	1,240.15	2,199.47	36
Total		8,288,996.46	568,250.00	1,285,165.11	171,725.85	93,026.34	1,705,578.44	3,823,745.74	4,465,250.74	46
PORTO RICO.										
Arecibo	3	2,197.73	1,100.00	.....	121.00	64	.....	1,385.53	812.20	63
Mayaguez	2	5,161.30	1,800.00	.....	457.50	2.23	.....	5,655.96	.....	116
Ponce	2	5,974.24	2,300.00	.....	709.35	60.20	.....	10,390.99	.....	72
San Juan	2	24,455.53	2,800.00	9,793.46	141.86	981.71	3,923.34	17,628.42	6,829.11	86
Total		40,792.80	8,000.00	16,787.94	1,429.71	1,024.84	7,816.41	35,058.90	5,733.90	110
RHODE ISLAND.										
Artic	3	619.97	250.00	.....	.....	2.40	.....	250.40	397.57	41
Bristol	2	9,672.17	2,100.00	.....	.....	325.87	.....	6,190.26	4,491.91	54
Central Falls	2	11,566.50	2,200.00	.....	.....	41.98	.....	9,840.01	1,726.49	85
East Greenwich	3	6,144.96	1,800.00	.....	361.57	61.12	.....	2,162.37	3,962.59	35
East Providence	3	8,157.37	1,700.00	.....	460.00	56.24	.....	5,454.16	2,708.21	67
Lonsdale	3	2,805.00	1,400.00	.....	83.91	15.76	.....	1,498.67	1,305.33	53
Narragansett Pier	3	5,556.87	1,700.00	.....	340.52	81.28	.....	2,771.15	2,785.72	55
Newport	1	50,817.62	3,100.00	8,600.00	.....	1,209.51	14,807.76	27,717.27	23,100.35	56
Pascoag	3	2,848.52	3,100.00	.....	145.92	16.08	.....	1,462.00	1,386.52	51
Pawtucket	1	60,762.48	3,100.00	9,724.73	.....	661.92	17,900.61	31,387.26	29,376.17	52
Peacedale	3	2,339.55	1,100.00	.....	71.00	13.36	.....	1,184.86	1,155.19	51
Phillipsdale	3	3,212.35	1,200.00	.....	65.00	4.40	.....	1,269.40	1,942.95	40
Providence	3	418,836.05	3,800.00	59,774.43	.....	6,362.61	85,172.30	156,766.81	262,069.24	37
Riverpoint	1	2,863.01	1,100.00	.....	161.15	13.68	.....	1,274.83	1,588.18	45
Saylesville	3	3,821.01	1,200.00	.....	98.97	8.60	.....	1,808.57	2,517.44	34
Valley Falls	3	2,326.27	1,000.00	.....	138.32	16.32	.....	1,184.64	1,171.63	50
Wakenfield	3	3,864.47	1,400.00	100.00	274.00	16.00	.....	1,791.00	2,073.47	46
Warren	3	4,922.51	1,600.00	.....	295.00	32.56	.....	1,926.56	2,966.95	39
Westerly	2	17,195.98	2,400.00	2,733.85	950.00	93.63	6,188.71	11,366.19	5,829.70	66
Wickford	3	2,898.16	1,100.00	.....	185.00	17.12	.....	1,302.12	1,096.04	64
Woonsocket	2	27,054.38	2,700.00	3,998.90	1,000.00	387.52	10,984.47	18,980.89	8,073.49	70
Total		647,786.15	37,250.00	89,177.90	6,515.18	9,432.96	143,680.88	296,056.92	361,728.23	44
SOUTH CAROLINA.										
Abbeville	3	4,310.20	1,600.00	52.50	175.00	23.28	.....	1,850.78	2,459.42	43
Alken	3	6,557.25	1,700.00	200.00	398.35	52.88	.....	2,351.23	4,206.03	36
Anderson	2	9,145.86	2,000.00	1,000.00	400.00	50.58	.....	3,450.58	6,695.28	38
Bamberg	3	2,774.47	1,200.00	.....	185.00	7.92	.....	1,412.92	1,361.55	51
Barnwell	3	2,842.98	1,300.00	60.00	90.40	10.40	.....	1,460.80	1,362.18	51
Beaufort	3	4,564.12	1,600.00	100.00	232.12	21.92	.....	1,954.04	2,610.08	43
Bennettsville	3	4,219.33	1,500.00	300.00	350.00	22.56	.....	2,172.56	2,046.77	52
Camden	3	5,299.87	1,600.00	80.00	261.80	24.64	.....	1,966.44	3,333.43	37
Charleston	1	97,487.38	3,300.00	14,713.59	1,062.69	21,506.47	40,581.75	56,905.63	42

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Presidential, Apr. 1, 1915
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No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
SOUTH CAROLINA—c'td.											
Cheraw.....	3	\$2,132.26	\$975.00	\$112.50	.....	\$5.28	.....	\$1,092.78	\$1,039.48	51	Presidential, Oct. 1, 1900.
Chester.....	3	6,937.89	1,700.00	210.00	\$292.33	30.75	.....	2,235.08	3,704.81	38	Presidential, Jan. 1, 1901.
Clemson College.....	3	1,181.33	550.00	18.00	50.00	1.84	.....	619.84	3,573.49	52	
Columbia.....	2	3,188.77	1,400.00	40.00	228.26	8.64	.....	1,671.90	1,516.87	52	
Darlington.....	3	42,555.68	2,900.00	6,541.64	.....	542.69	\$8,392.64	17,376.97	25,178.71	41	In Government building.
Edgefield.....	3	6,805.30	1,700.00	100.00	\$10.00	21.04	.....	2,131.04	3,674.26	37	
Florence.....	3	2,534.51	1,100.00	150.00	109.00	6.56	.....	1,365.56	1,168.95	54	
Gaffney.....	3	6,960.88	1,700.00	400.00	\$56.00	33.52	.....	2,498.52	8,471.31	42	
Georgetown.....	3	4,824.20	1,500.00	160.00	230.00	19.92	.....	1,909.92	2,914.28	40	
Greenville.....	3	7,224.04	1,700.00	170.00	278.00	29.20	.....	2,307.20	4,916.84	32	
Greenville.....	2	19,165.28	2,500.00	3,165.20	.....	399.88	3,786.77	9,791.85	9,378.43	51	Do.
Lancaster.....	3	6,368.22	1,700.00	169.99	.....	26.08	.....	2,152.07	4,162.15	35	
Laurens.....	3	3,101.10	1,300.00	60.00	202.25	9.76	.....	1,572.01	1,529.09	51	
Marion.....	3	4,913.24	1,600.00	200.00	230.00	17.44	.....	2,047.44	2,865.80	42	
Newberry.....	3	8,224.06	1,300.00	150.00	163.21	9.60	.....	1,622.81	1,601.25	50	
Orangeburg.....	3	6,062.60	1,800.00	800.00	237.95	22.89	.....	2,420.83	3,641.77	40	
Pelzer.....	3	7,765.51	1,800.00	470.00	356.00	36.24	.....	2,662.24	5,103.27	34	
Rockhill.....	3	2,957.94	1,400.00	.....	196.90	16.24	.....	1,612.14	1,325.80	55	
Seneca.....	3	8,170.96	1,900.00	40.00	353.00	32.56	.....	2,330.56	5,840.40	29	
Spartanburg.....	2	2,078.01	1,000.00	120.00	103.00	7.04	.....	1,230.04	847.97	59	
Summerville.....	2	17,842.45	2,400.00	2,798.92	369.06	125.97	4,285.72	9,959.69	7,882.76	57	
Sumter.....	2	8,660.80	1,400.00	1,03.94	205.00	17.04	.....	1,725.96	1,934.82	47	
Union.....	2	10,292.84	2,000.00	1,000.00	416.00	56.50	.....	3,472.50	6,730.34	34	
Union.....	3	6,148.13	1,600.00	250.00	179.53	39.04	.....	2,061.04	3,084.09	40	
Winnabow.....	3	8,448.01	1,400.00	80.00	129.53	11.68	.....	1,621.21	1,326.80	47	
Walterboro.....	3	1,177.14	550.00	75.00	.....	6.20	.....	630.20	546.94	54	Presidential, Jan. 1, 1901.
Yorkville.....	3	8,550.07	1,400.00	140.00	159.00	11.92	.....	1,710.92	1,839.15	48	
Total.....		326,894.14	58,075.00	\$2,671.28	7,631.18	2,811.38	37,900.60	139,069.44	187,804.70	43	
SOUTH DAKOTA.											
Aberdeen.....	2	17,976.67	2,500.00	2,699.19	454.60	44.80	2,767.66	8,466.25	9,510.42	47	
Alexandria.....	3	2,620.97	1,200.00	.....	174.00	1.28	.....	1,375.28	1,245.69	52	
Armour.....	3	8,968.31	1,500.00	300.00	220.00	2.40	.....	2,022.40	1,968.91	51	
Beresford.....	3	3,508.39	1,400.00	40.00	209.01	1.28	.....	1,060.29	1,958.10	47	
Bowdle.....	3	2,729.58	1,200.00	180.00	168.00	1.64	.....	1,548.64	1,182.94	57	
Britton.....	3	2,508.88	1,200.00	60.00	162.00	1.44	.....	1,413.44	1,095.44	56	
Brookings.....	3	6,963.99	1,800.00	200.00	362.13	6.96	2,399.09	4,564.90	34	
Canton.....	3	6,341.23	1,600.00	100.00	304.00	4.56	2,008.56	3,332.67	38	

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No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Offic.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TENNESSEE—cont'd.											
Brownsville.....	3	\$4,171.87	\$1,500.00	\$300.00	\$111.00	\$8.56	.....	\$1,919.56	\$2,262.31	46	In Government building.
Chattanooga.....	1	136,960.67	8,400.00	17,632.05	737.50	1,523.44	\$19,468.15	43,761.14	94,196.53	31	Do.
Cleveland.....	2	13,899.83	2,400.00	2,575.00	.....	241.72	4,010.19	9,226.91	4,672.92	66	
Columbia.....	3	6,029.56	1,700.00	2,550.00	269.00	25.04	.....	2,344.04	3,685.51	39	
Covington.....	3	11,576.46	2,300.00	2,843.90	837.50	165.96	8,627.90	9,690.26	1,886.20	84	
Dayton.....	3	4,107.93	1,500.00	2,800.00	146.24	13.20	.....	1,919.44	2,188.49	47	
Dickson.....	3	2,967.42	1,300.00	800.00	117.00	13.68	.....	1,730.68	1,256.74	58	
Dyersburg.....	3	4,690.22	1,800.00	600.00	156.00	6.72	.....	2,092.72	2,597.50	45	
Elizabethton.....	3	5,401.42	1,000.00	350.00	122.50	15.44	.....	2,251.44	3,149.98	42	
Fayetteville.....	3	2,673.13	1,000.00	582.88	192.50	6.20	.....	1,730.58	942.55	65	
Franklin.....	3	3,977.05	1,500.00	350.00	292.00	8.08	.....	2,150.08	1,826.97	54	
Gallatin.....	3	4,753.45	1,700.00	300.00	279.00	13.36	.....	2,207.36	2,546.09	41	
Greeneville.....	2	10,390.31	2,600.00	300.00	279.00	16.64	.....	2,195.64	2,557.81	46	
Greensfield.....	3	2,123.41	1,000.00	1,400.00	535.00	28.92	.....	4,163.92	6,216.39	40	
Hartman.....	3	6,504.49	1,700.00	300.00	126.00	2.72	.....	2,268.72	4,235.77	35	
Henderson.....	3	2,319.51	1,100.00	350.00	222.75	23.12	.....	2,592.86	4,268.63	69	
Humboldt.....	3	3,991.12	1,500.00	.....	208.70	7.12	.....	1,715.82	2,275.30	43	
Huntingdon.....	3	2,877.66	1,400.00	200.00	213.95	3.92	.....	1,817.87	1,059.79	63	Do.
Jackson.....	2	19,169.55	2,500.00	2,875.46	110.36	8.92	6,127.86	10,613.68	8,555.87	55	
Jellico.....	3	3,283.07	1,300.00	1,200.00	192.24	10.64	.....	1,802.88	1,460.19	43	
Johnson City.....	3	7,220.23	1,800.00	1,200.00	460.00	18.06	.....	3,742.15	3,478.08	55	
Jonesboro.....	3	3,302.39	1,200.00	1,000.00	231.87	7.76	.....	2,439.63	862.76	74	Do.
Knoxville.....	1	83,102.91	3,200.00	16,516.09	.....	1,031.84	17,510.27	38,257.70	44,845.21	46	Presidential, Oct. 1, 1900.
Lawrenceburg.....	3	6,823.36	825.00	95.00	.....	2.56	.....	922.56	690.94	57	
Lebanon.....	3	5,232.36	1,700.00	800.00	400.00	17.92	.....	2,917.92	2,315.44	55	
Lewisburg.....	3	2,487.64	1,200.00	200.00	165.00	3.92	.....	1,583.92	915.62	63	
McKendree.....	3	2,703.52	1,400.00	150.00	184.30	8.12	.....	1,737.42	966.10	64	
McMinnville.....	3	4,159.09	1,600.00	800.00	175.00	7.04	.....	2,142.04	2,017.05	52	
Martin.....	3	4,056.43	1,500.00	80.00	140.00	8.40	.....	1,728.40	2,328.03	43	
Maryville.....	3	2,624.53	1,200.00	400.00	186.15	6.32	.....	1,794.47	850.06	63	
Memphis.....	1	247,292.94	8,600.00	33,338.54	186.15	1,863.45	45,450.17	84,277.16	163,015.78	34	In Government building.
Milan.....	3	2,646.76	1,200.00	70.00	186.55	4.88	.....	1,463.43	1,183.33	55	
Morristown.....	3	6,559.98	1,800.00	800.00	338.18	23.76	.....	2,951.94	3,608.04	46	Presidential, Oct. 1, 1900.
Moxy Creek.....	3	1,976.91	825.00	75.00	.....	4.24	.....	1,071.67	1,002.46	72	
Mount Pleasant.....	3	3,549.75	1,600.00	698.86	387.55	10.88	.....	2,547.29	4,096.52	39	
Murfreesboro.....	3	7,067.99	1,800.00	28.24	202.12	28.24	.....	96,111.85	145,783.28	59	
Nashville.....	1	240,006.13	8,600.00	42,185.20	1,182.12	2,516.95	45,627.56	96,111.85	145,783.28	59	
Newbern.....	3	2,451.38	1,200.00	70.00	177.20	10.35	.....	1,806.43	982.96	65	
Newport.....	3	2,768.98	1,100.00	480.00	216.76	6.68	1,806.43	982.96	65	
Paris.....	3	5,616.14	1,700.00	260.00	246.00	15.20	2,223.20	3,392.94	40	

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Granbury	8,072.36	1,400.00	200.00	248.00	8.16	1,856.16
Granville	13,830.67	2,300.00	2,486.64	1.00	178.10	7,574.77
Greenville	8,238.54	1,300.00	120.00	167.00	6.58	6,283.98
Halettsville	8,728.78	1,300.00	160.00	254.00	1.04	1,591.51
Hamilton	2,807.45	1,200.00	200.00	168.00	1.63	1,230.92
Hearne	3,757.15	1,400.00	280.00	207.00	1.63	1,567.53
Hempstead	8,192.20	1,400.00	110.00	183.70	13.76	1,899.32
Henderson	8,349.04	1,400.00	450.00	158.70	13.76	1,484.74
Henrietta	4,108.50	1,500.00	400.00	282.96	4.80	1,334.54
Hico	8,827.16	1,500.00	200.00	228.96	6.88	2,013.10
Hillsboro	11,716.45	2,300.00	200.00	228.96	4.80	1,916.66
Honeygrove	6,601.28	1,700.00	120.00	385.17	20.27	1,894.36
Hunterdon	118,133.60	3,900.00	17,898.17	185.15	15.20	7,920.67
Hubbard	8,486.65	1,400.00	40.00	135.35	1,647.30	40,089.84
Huntsville	6,905.20	1,900.00	180.00	849.40	4.16	1,579.51
Iasco	8,328.86	1,400.00	60.00	13.00	13.84	2,443.44
Jacksonboro	2,891.58	1,200.00	400.00	163.00	5.84	1,478.84
Jacksonville	8,879.49	1,300.00	70.00	172.16	2.58	1,765.56
Jefferson	4,202.47	1,500.00	160.00	109.70	5.60	1,547.76
Kaufman	4,423.84	1,500.00	100.00	109.70	17.68	1,671.68
Kerrville	3,095.13	1,300.00	200.00	160.50	8.96	1,718.66
Ladonia	4,137.14	1,400.00	40.00	150.00	2.00	1,662.50
Lagrange	4,456.11	1,600.00	343.26	256.16	7.62	1,597.52
Lampasas	5,264.39	1,600.00	250.00	254.00	14.40	2,213.66
Lancaster	1,973.99	825.00	250.00	254.00	9.36	5,160.86
Laporte	1,983.92	1,300.00	.....	185.39	2.06	2,083.51
Laredo	10,313.91	2,100.00	2,586.63	485.00	4.64	827.08
Llano	8,611.96	1,400.00	196.50	196.50	297.62	1,490.08
Lockhart	5,100.18	1,500.00	58.32	209.40	2,426.41	2,468.26
Longview	5,136.72	1,600.00	600.00	253.85	4.16	1,850.66
Lufkin	4,047.14	1,300.00	150.00	170.52	7.76	3,324.70
Luling	3,191.60	1,400.00	250.00	201.20	22.40	2,660.47
McGregor	4,111.67	1,400.00	200.00	107.50	5.20	2,476.25
McKinney	10,820.06	2,100.00	1,898.90	402.25	7.20	1,625.72
Manor	2,262.40	1,000.00	200.00	95.96	5.84	1,858.40
Marlin	6,840.39	1,700.00	110.00	348.00	8.00	2,398.33
Marshall	12,298.15	2,300.00	2,176.09	270.00	81.92	4,433.07
Meridian	2,420.78	1,000.00	62.90	62.90	1,286.75	6,396.99
Mexia	5,898.40	1,700.00	850.00	.....	28.16	955.65
Midland	8,212.88	1,400.00	114.75	114.75	4.40	4,566.23
Mineola	8,687.93	1,500.00	170.00	168.00	175.62	2,184.16
Mineral Wells	4,682.31	1,400.00	160.00	168.00	2.48	1,315.40
Mount Pleasant	3,351.95	1,300.00	250.00	217.75	11.84	8,480.56
Nacogdoches	5,674.03	1,600.00	350.00	239.95	9.28	1,940.65
Navasota	5,423.18	1,700.00	200.00	811.00	6.24	1,747.28
New Braunfels	4,518.84	1,500.00	150.00	226.40	7.20	1,895.83
Nocona	2,683.74	1,100.00	120.00	146.23	22.32	1,655.64
Orange	6,273.29	1,700.00	39.82	234.75	7.60	1,976.71
Palentine	14,681.16	2,400.00	2,800.00	400.00	2.48	2,233.32</

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Offic.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TEXAS—continued.											
Piano	3	\$3,369.46	\$1,400.00	\$60.00	\$225.00	\$5.92	.....	\$1,690.92	\$1,678.04	50	
Port Arthur	3	3,094.30	1,500.00	.....	185.00	6.64	.....	1,591.64	1,502.66	51	
Quanah	3	4,760.06	1,500.00	150.00	222.99	9.04	.....	1,892.03	2,878.02	67	
Richmond	3	2,125.90	1,200.00	80.00	128.75	8.16	.....	1,416.91	708.99	40	
Rockdale	3	5,042.76	1,600.00	150.00	217.00	8.72	.....	1,976.72	3,067.04	39	
Rockwall	3	2,373.75	1,000.00	100.00	106.00	3.12	.....	1,229.12	1,144.63	52	
Rusk	3	3,033.92	1,800.00	26.63	208.00	3.20	.....	1,537.83	1,466.09	51	
San Angelo	2	8,646.61	2,000.00	1,355.00	82.27	25.03	.....	3,464.26	5,182.35	40	
San Antonio	1	100,405.46	8,800.00	15,340.48	838.00	1,462.32	\$22,408.51	42,501.81	57,904.17	42	In Government building.
San Marcos	3	6,665.06	1,700.00	316.68	.....	15.20	.....	2,364.78	4,300.27	35	Presidential, Oct. 1, 1900.
Schulenburg	3	1,925.17	1,000.00	150.00	.....	2.32	.....	1,062.82	8,872.85	55	
Seguin	3	5,050.67	1,600.00	200.00	148.50	13.52	.....	1,962.02	3,088.65	39	
Seymour	3	3,079.23	1,200.00	300.00	84.10	3.84	.....	1,567.94	1,491.29	52	
Sherman	2	28,578.96	2,600.00	4,365.20	617.13	305.88	6,607.59	13,496.80	13,083.16	51	
Smithville	3	4,282.41	1,500.00	70.00	256.00	8.92	.....	1,833.92	2,448.49	43	
Stephenville	3	4,469.12	1,500.00	250.00	171.00	10.72	.....	1,931.72	2,537.40	43	
Sulphur Springs	3	6,135.96	1,700.00	600.00	292.00	15.52	.....	2,507.52	3,628.44	41	
Taylor	3	3,904.07	1,900.00	600.00	60.00	28.04	.....	2,483.04	6,421.03	28	
Temple	2	14,819.02	2,400.00	2,698.90	450.00	387.14	8,099.01	8,986.05	6,883.97	60	
Terrill	2	10,933.43	2,400.00	2,232.60	1.00	36.36	.....	8,969.96	6,563.47	40	
Tyler	2	17,669.33	2,400.00	2,591.08	.....	190.25	3,457.93	8,639.21	9,090.12	49	In Government building.
Uvalde	3	2,843.81	1,200.00	600.00	135.00	3.76	.....	1,538.76	1,306.05	54	
Van Alstyne	3	3,180.97	1,400.00	150.00	264.88	8.44	.....	1,818.70	1,312.70	58	
Vernon	3	5,728.14	1,600.00	800.00	257.10	12.43	.....	2,169.58	3,558.61	38	
Victoria	3	7,492.74	1,900.00	146.11	823.97	22.64	.....	2,936.72	6,557.02	32	
Waco	1	54,885.65	3,000.00	11,059.56	120.00	84.37	10,036.62	24,922.99	29,962.77	45	Do
Waxahachie	2	12,084.34	2,300.00	2,034.32	1.00	27.71	1,673.62	4,796.97	7,287.37	40	
Weatherford	2	12,636.26	2,300.00	2,054.32	1.00	27.71	.....	6,056.65	6,578.61	48	
Weimer	3	2,314.24	1,200.00	190.00	160.00	5.12	.....	1,556.12	709.12	67	Presidential, Jan. 1, 1901.
West	3	1,306.56	500.00	80.00	.....	.....	.....	1,530.00	1,778.06	41	
Wharton	3	2,234.01	1,400.00	150.00	126.50	9.20	.....	1,686.70	1,543.31	51	
Whiteboro	3	2,843.06	1,300.00	260.00	165.00	4.88	.....	1,729.88	1,113.20	61	
Whitebright	3	4,210.24	1,500.00	80.00	131.35	7.86	.....	1,768.71	2,441.53	42	
Wichita Falls	3	3,063.25	1,800.00	300.00	61.00	14.32	.....	2,175.32	5,907.98	47	
Willie Point	3	3,339.63	1,300.00	100.00	170.83	4.24	.....	1,574.57	1,764.06	47	
Winnboro	3	3,067.26	1,300.00	30.00	84.00	2.89	.....	1,216.83	1,850.43	40	
Wolfe City	3	3,312.43	1,200.00	200.00	134.00	3.64	.....	1,667.84	1,644.59	47	
Yoakum	3	5,967.19	1,700.00	60.00	213.00	20.88	.....	1,963.84	3,983.31	33	
Total		1,025,165.21	264,000.00	201,685.96	29,108.42	13,713.62	170,212.27	678,690.06	946,475.12	42	

UTAH.

Bingham Canyon	2,298.97	1,200.00	.....	207.50	1.84	.....	1,009.34	884.63	61
Brigham	3,211.45	1,400.00	40.00	168.00	5.04	.....	1,611.04	1,600.00	50
Brigham	4,987.77	1,700.00	125.00	388.00	10.08	.....	2,731.68	2,741.60	44
Lehi City	9,867.26	2,000.00	.....	90.75	15.61	.....	4,501.82	5,154.08	52
Legion	2,468.96	1,200.00	.....	174.00	6.82	.....	1,890.82	1,088.13	58
Manitou	8,177.13	1,500.00	40.00	384.15	8.60	.....	1,877.75	1,299.38	59
Mount Pleasant	1,160.02	1,500.00	.....	.....	8.68	.....	1,504.78	1,454.34	43
Nephi	2,643.74	1,200.00	40.00	158.55	6.16	.....	1,408.71	1,439.00	49
Ogden	83,984.36	2,700.00	5,598.38	920.00	687.24	8,511.96	18,897.60	14,986.76	55
Park City	5,758.60	1,700.00	298.33	420.00	10.16	.....	2,428.49	8,828.26	42
Provo City	10,509.94	1,900.00	100.00	380.00	38.01	.....	2,336.01	8,173.98	22
Salt Lake City	146,222.74	3,400.00	25,704.80	2,980.75	1,681.71	80,294.79	64,012.05	82,210.60	44
Springville	2,427.81	1,100.00	.....	77.00	7.84	.....	1,184.84	1,242.97	50
Vernal	1,728.48	1,750.00	115.00	.....	7.72	.....	1,865.72	1,862.76	49
Total	290,892.65	22,750.00	34,061.51	6,096.70	2,479.08	38,806.77	104,194.01	126,198.64	45

VERMONT.

Barre	16,742.80	2,400.00	.....	1,000.00	77.53	4,803.76	10,882.98	5,910.42	65
Barton	3,860.38	1,500.00	80.00	181.25	6.52	.....	1,766.77	2,063.61	46
Bellevue Falls	17,799.06	2,400.00	2,846.90	700.00	58.15	8,025.65	8,627.70	9,241.98	48
Bennington	11,913.97	2,800.00	2,399.00	740.00	53.57	8,790.68	9,583.25	2,880.72	80
Bethel	3,065.86	1,300.00	300.00	150.00	6.64	.....	1,756.64	1,238.94	67
Bradford	3,680.30	1,500.00	200.00	331.00	10.06	.....	2,041.06	1,539.22	57
Brandon	4,886.96	1,700.00	250.00	208.00	13.84	.....	2,171.84	2,726.14	44
Brattleboro	22,027.47	2,600.00	4,898.90	825.00	217.30	5,496.87	13,638.07	8,669.40	61
Bristol	3,546.44	1,400.00	1,250.00	251.97	3.20	.....	1,905.17	1,641.27	54
Burlington	93,484.00	3,400.00	13,278.38	500.00	894.90	11,897.11	29,000.44	64,483.66	51
Chester	2,386.36	1,100.00	80.00	144.00	6.16	.....	1,300.16	1,003.84	56
Dorset	2,284.08	1,100.00	.....	128.00	2.40	.....	1,827.40	1,976.65	57
Keeney Falls	2,581.41	1,200.00	120.00	146.00	4.68	.....	1,316.88	1,034.18	46
West Junction	2,581.41	1,200.00	80.00	246.00	6.16	.....	2,258.92	3,254.84	59
Kathaven	4,078.82	1,600.00	60.00	150.00	13.12	.....	1,823.18	2,832.69	41
Hardwick	2,047.75	1,400.00	360.00	108.00	4.46	.....	1,851.63	2,166.09	39
Hydepark	3,864.63	1,500.00	360.00	231.88	4.64	.....	1,804.94	1,672.89	43
Island Pond	4,376.48	1,500.00	190.00	300.00	8.92	.....	1,804.80	1,672.89	41
Madisonville	6,983.40	1,800.00	190.00	300.00	7.92	.....	2,807.82	4,275.57	34
Middlebury	21,672.26	2,600.00	8,765.89	460.00	17.26	.....	10,569.20	10,802.04	50
Montpelier	6,697.61	1,600.00	200.00	460.00	5.92	4,284.85	1,884.89	4,612.89	30
North	6,697.61	1,600.00	200.00	460.00	5.92	.....	2,662.89	4,030.39	33
North Bennington	2,715.32	1,300.00	137.01	137.01	4.72	.....	1,443.73	1,071.69	32
Northfield	6,129.82	1,800.00	255.20	262.00	12.00	.....	2,087.20	4,042.12	47
Poulin	4,198.02	1,500.00	200.00	262.00	9.96	.....	1,981.86	2,294.44	38
Putney	4,759.46	1,600.00	.....	200.00	9.96	.....	1,981.86	2,294.44	38
Randolph	1,983.49	1,000.00	.....	85.84	8.68	.....	1,099.22	2,560.41	55
Richford	5,487.24	1,700.00	300.00	408.00	10.96	.....	2,418.96	8,068.26	44
.....	2,912.05	1,200.00	100.00	148.00	4.82	.....	1,462.82	1,469.78	50

In Government building.

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
VERMONT—continued.											
Rutland.....	2	\$82,700.19	\$2,800.00	\$6,082.00	\$400.00	\$349.96	\$8,645.77	\$18,277.78	\$14,422.46	56	In Government building.
St. Albans.....	2	18,118.02	2,500.00	3,748.92	.....	87.44	8,924.82	10,230.96	7,887.04	56	Do.
St. Johnsbury.....	2	17,367.96	2,500.00	2,649.08	867.01	81.89	4,649.37	10,967.36	6,400.61	68	Do.
Saxtons River.....	3	2,584.80	1,200.00	120.00	176.00	4.72	.....	1,500.72	1,083.08	59	Do.
Springfield.....	3	6,965.70	1,800.00	100.00	300.00	18.32	.....	2,218.32	4,367.38	34	Do.
Swanton.....	3	4,570.75	1,500.00	150.00	200.00	6.88	.....	1,940.88	2,619.87	43	Do.
Vergennes.....	3	5,423.75	1,700.00	140.00	309.17	7.68	.....	2,156.85	3,266.90	40	Do.
Waterbury.....	3	4,639.72	1,800.00	36.68	300.00	9.36	.....	2,205.99	2,433.73	45	Do.
West Rutland.....	3	2,488.62	1,200.00	30.00	126.75	7.04	.....	1,863.79	1,094.83	55	Do.
White River Junction.....	3	8,688.69	1,900.00	500.00	350.00	18.24	.....	2,768.24	6,930.45	32	Do.
Wilmington.....	3	5,319.80	1,400.00	60.00	184.00	7.10	.....	1,611.10	1,668.70	60	Do.
Windsor.....	3	6,311.16	1,700.00	250.00	.....	21.28	.....	1,971.28	1,107.77	86	Do.
Winoski.....	3	2,841.14	1,500.00	.....	225.85	11.60	.....	1,783.37	3,559.88	61	Do.
Woodstock.....	3	5,894.53	1,700.00	300.00	251.00	.....	.....	2,252.60	3,601.93	39	Do.
Total.....	.....	400,081.97	77,700.00	47,368.94	13,600.73	2,152.04	49,518.18	190,329.89	209,762.08	48	In Government building.
VIRGINIA.											
Abingdon.....	3	4,319.68	1,500.00	382.70	.....	19.28	.....	1,901.98	2,417.70	44	In Government building.
Alexandria.....	2	20,840.42	2,600.00	3,593.44	.....	378.57	.....	12,634.45	8,205.97	61	Do.
Arlington.....	2	6,566.72	1,700.00	100.00	245.00	14.19	.....	2,059.18	4,507.54	31	Do.
Bedford City.....	2	10,198.03	2,000.00	1,249.46	262.00	51.22	.....	3,540.29	6,557.74	35	Do.
Berkeley.....	3	4,511.89	1,500.00	70.00	202.00	39.28	.....	1,831.28	2,680.61	42	Do.
Berryville.....	3	2,853.13	1,300.00	80.00	208.00	5.84	.....	1,393.84	1,459.29	57	Do.
Big Stone Gap.....	3	2,084.97	1,300.00	140.00	138.00	8.00	.....	1,583.84	1,493.30	52	Do.
Blacksburg.....	3	5,018.04	1,300.00	80.00	100.00	8.00	.....	1,709.10	2,029.94	47	Do.
Blackstone.....	3	8,228.68	1,400.00	300.00	223.00	11.84	.....	1,624.84	1,703.84	47	Do.
Buena Vista.....	3	8,236.26	1,300.00	.....	223.00	11.84	.....	1,624.84	1,703.84	47	Do.
Cape Charles.....	3	2,662.02	1,200.00	300.00	124.92	8.88	.....	1,624.84	1,703.84	47	Do.
Charlottesville.....	2	20,231.08	2,600.00	2,998.05	1,196.10	453.33	6,104.96	13,292.44	6,938.64	61	Do.
Chatham.....	3	2,716.24	1,200.00	100.00	90.00	9.04	.....	1,393.84	1,459.29	52	Do.
Chase City.....	3	8,083.89	1,300.00	500.00	160.00	9.92	.....	1,969.92	1,817.97	55	Do.
Christiansburg.....	3	2,979.10	1,400.00	400.00	140.00	9.92	.....	1,949.92	1,029.18	65	Do.
Clifton Forge.....	3	6,238.88	1,800.00	600.00	308.00	29.92	.....	2,735.92	3,502.96	44	Do.
Covington.....	3	5,769.04	1,600.00	400.00	300.00	22.08	.....	2,822.08	2,946.96	40	Do.
Crowe.....	3	2,201.02	1,100.00	100.00	180.00	6.80	.....	1,301.85	8,899.17	69	Do.
Culpeper.....	3	4,674.52	1,500.00	400.00	184.77	20.82	.....	2,109.09	2,467.43	46	Do.
Danville.....	3	27,645.46	2,700.00	4,744.84	1,117.00	269.86	6,043.78	13,748.43	13,897.03	50	Do.
East Radford.....	3	2,266.62	1,100.00	300.00	117.00	11.80	.....	1,529.00	740.02	67	Do.
Farmville.....	3	5,106.79	1,600.00	400.00	250.00	21.80	.....	2,271.40	2,835.39	41	Do.

AUDITOR—PRESIDENTIAL POST-OFFICES.

Fortress Monroe.....	3	6,556.42	1,800.00	2,100.00	.....	157.90	84.16	.....	3,984.16	2,572.26	61	Do.
Franklin.....	3	8,158.77	1,400.00	90.00	.....	700.00	8.08	.....	1,655.98	1,502.70	52	
Fredricksburg.....	2	10,458.52	2,300.00	2,724.24	.....	1,517.90	75.31	2,517.90	8,927.43	2,311.07	53	
Front Royal.....	3	8,906.43	1,500.00	150.00	.....	262.00	14.68	.....	1,889.70	1,889.70	49	Presidential, Apr. 1, 1901.
Glennallen.....	3	8,612.78	2,500.00	.....	.....	.....	18.03	.....	1,950.08	788.72	67	Do.
Gordonville.....	3	2,376.75	1,300.00	90.00	.....	183.00	1.44	.....	1,520.03	338.01	45	
Graham.....	3	6,614.46	275.00	.....	.....	.....	74.65	.....	276.44	338.01	47	
Hampton.....	2	13,588.30	2,300.00	3,598.64	.....	460.00	42.96	.....	6,453.20	7,135.01	35	In Government building.
Harrisonburg.....	3	8,406.60	1,900.00	1,000.00	.....	.....	64.88	.....	2,942.96	3,483.64	40	
Hot Springs.....	3	6,371.49	1,700.00	20.00	.....	182.00	4.40	.....	2,146.88	3,234.61	50	Presidential, Jan. 1, 1901.
Lawrenceville.....	3	1,319.24	600.00	50.00	.....	.....	19.04	.....	654.40	644.84	46	
Leesburg.....	3	4,644.95	1,600.00	300.00	.....	216.00	38.16	.....	2,135.04	2,509.91	34	
Lexington.....	3	8,152.95	1,900.00	500.00	.....	358.57	13.92	.....	2,736.73	5,555.22	50	
Lynchburg.....	3	4,007.77	1,500.00	241.39	.....	284.00	64.87	7,688.71	2,009.31	1,998.46	37	In Government building.
Manassas.....	1	60,516.97	3,100.00	10,698.64	.....	.....	13.75	.....	23,335.17	38,181.80	49	
Marion.....	2	2,761.65	1,200.00	30.00	.....	122.35	124.40	.....	1,966.11	1,395.54	68	
Martinsville.....	3	8,323.74	1,400.00	2,500.00	.....	50.00	15.12	.....	9,036.87	4,178.34	60	
National Soldiers Home.....	3	5,338.60	1,600.00	500.00	.....	28.00	11.44	.....	1,986.56	1,337.18	44	
Newport News.....	2	2,623.97	1,200.00	280.00	.....	.....	718.24	.....	1,491.44	1,132.53	57	Do.
Norfolk.....	2	32,019.98	2,800.00	8,090.79	.....	1,100.00	2.64	.....	19,633.48	12,396.50	61	Do.
Onancock.....	1	124,474.11	3,400.00	20,374.28	.....	.....	1,859.71	23,894.70	49,528.69	74,945.42	40	
Orange.....	3	2,556.08	1,200.00	120.00	.....	76.00	13.28	.....	1,396.64	1,157.44	55	Do.
Petersburg.....	2	30,796.83	1,300.00	150.00	.....	141.80	448.76	.....	1,605.08	2,085.84	43	
Pocahontas.....	3	2,471.33	1,000.00	465.56	.....	195.00	22.72	.....	14,501.38	16,297.46	68	
Portsmouth.....	3	3,368.45	1,300.00	20.00	.....	275.00	12.80	.....	1,683.28	788.06	48	
Pulaski City.....	3	29,529.55	2,600.00	4,500.00	.....	950.00	576.84	.....	1,607.80	1,760.65	54	
Radford.....	2	4,725.00	1,600.00	200.00	.....	260.00	13.84	.....	15,943.42	13,666.13	43	
Richmond.....	1	2,113.85	1,100.00	.....	.....	120.00	9.44	.....	2,073.84	2,651.16	43	Do.
Roanoke.....	2	280,871.41	3,600.00	44,888.06	.....	1,180.00	8,025.43	.....	1,229.44	884.41	58	
Salem.....	3	39,981.15	1,800.00	5,798.20	.....	360.00	17.76	.....	106,030.81	174,940.60	38	Do.
Shenandoah.....	2	6,675.84	1,900.00	70.00	.....	.....	318.86	.....	15,499.96	24,381.20	39	Do.
Smithfield.....	3	2,856.49	1,300.00	30.00	.....	179.99	2.72	.....	2,247.76	4,328.06	34	
South Boston.....	3	2,957.93	1,300.00	400.00	.....	148.00	7.44	.....	1,612.71	1,943.78	63	
Staunton.....	2	6,928.19	1,700.00	254.00	.....	254.00	21.12	.....	1,855.44	1,102.49	37	Do.
Suffolk.....	2	3,992.03	2,500.00	3,992.03	.....	.....	168.04	.....	11,408.14	9,080.34	56	
Tazewell.....	2	10,339.25	2,100.00	2,048.90	.....	421.00	159.38	.....	4,729.28	5,609.97	46	
Warrenton.....	3	8,172.91	1,300.00	90.25	.....	80.25	8.48	.....	1,596.73	1,574.18	50	
Waynesboro.....	3	6,171.12	1,700.00	450.00	.....	348.00	30.88	.....	2,628.88	2,642.24	49	
Williamsburg.....	3	8,787.59	1,500.00	150.00	.....	262.50	10.96	.....	1,923.46	1,864.13	51	
Winchester.....	3	8,356.20	2,300.00	60.00	.....	102.07	11.84	.....	1,473.91	1,884.29	44	
Woodstock.....	2	11,445.12	2,300.00	2,300.00	.....	700.00	84.76	.....	8,879.21	2,565.91	77	
Wytheville.....	3	8,043.69	1,400.00	500.00	.....	153.00	8.96	.....	1,713.96	1,329.73	56	
	3	6,165.27	1,600.00	500.00	.....	357.00	21.62	.....	2,478.52	2,666.75	48	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
WASHINGTON—cont'd.											
Ballard.....	3	\$4,342.35	\$1,500.00		\$160.00	\$11.92		\$1,571.92	\$2,670.43	39	
Blaine.....	3	2,542.79	1,000.00	\$120.00	72.00	3.04		1,196.04	1,347.75	47	
Centrales.....	3	4,392.72	1,500.00	60.00	277.00	7.76		1,944.76	2,447.96	42	
Chehalis.....	3	5,167.26	1,700.00	250.00	294.00	10.64		2,254.64	2,912.62	44	
Cheney.....	3	2,376.70	1,100.00		164.00	1.68		1,265.68	1,111.02	53	
Colfax.....	2	8,847.95	2,000.00	1,682.60	851.50	9.12		3,968.22	4,884.73	45	
Colville.....	2	3,082.50	1,300.00	36.63	149.00	2.08		1,487.71	1,594.79	48	
Cosmopolis.....	3	1,981.07	1,000.00		160.50	4.20		1,160.90	900.17	59	
Davenport.....	3	4,800.27	1,500.00	60.00	178.50	2.72		1,786.22	2,664.05	40	
Dayton.....	3	4,984.93	1,600.00	600.00	272.92	6.20		2,478.12	2,506.81	50	
Ellensburg.....	3	7,822.78	1,700.00		331.00	7.12		2,038.12	5,284.66	28	
Everett.....	2	16,750.60	2,300.00	2,449.18	1,350.00	12.80	\$1,221.94	7,890.48	6,120.95	29	
Fairhaven.....	2	7,197.75	1,700.00	50.00	314.00	1.54		1,412.49	952.44	60	
Goldendale.....	3	2,384.98	1,100.00	150.00	160.95	1.54		2,056.32	4,002.84	34	
Hoquiam.....	3	6,059.16	1,600.00	200.00	248.00	8.32		1,565.63	1,682.55	49	
Montesano.....	3	8,278.18	1,800.00	39.63	250.00	6.00		1,529.61	1,916.47	44	
Mount Vernon.....	3	8,446.08	1,800.00	29.21	196.00	4.40		1,520.34	7,352.80	55	
New Whatcom.....	2	16,478.14	2,400.00	2,941.08	160.73	24	3,580.43	9,120.78	1,339.89	54	
Northport.....	2	2,980.16	1,300.00	112.00	178.54	16.85		4,344.16	6,889.62	39	
North Yakima.....	2	11,283.78	2,100.00	1,687.31	540.00	1.92		1,549.47	1,045.76	60	
Oakdale.....	2	2,595.23	1,300.00	60.00	187.55	2.08		1,752.08	8,355.68	72	
Olympia.....	2	11,994.88	2,100.00	2,888.64	700.00	44.16	2,896.40	8,089.20	1,794.96	49	
Palouse.....	2	8,547.04	1,600.00		250.00	2.08		1,837.28	1,407.44	62	
Pomeroy.....	3	2,244.72	1,400.00	250.00	186.92	3.28		1,823.28	1,781.55	51	
Port Angeles.....	3	8,604.89	1,600.00	70.00	250.00	3.28		2,465.63	2,768.68	47	
Port Townsend.....	3	5,224.81	1,700.00	750.00		15.68		2,248.28	8,160.87	48	
Pullman.....	3	6,509.15	1,700.00	862.08	281.00	6.20		1,505.28	1,820.18	53	
Puyallup.....	3	2,825.46	1,800.00		200.00	6.28		2,007.60	8,317.15	88	
Republic.....	3	6,384.75	1,700.00		904.00	2.56		1,442.66	2,247.66	89	
Ritzville.....	3	8,196.12	1,900.00		140.00	3.20		1,422.61	1,763.62	45	
Roslyn.....	3	2,199.23	1,200.00		219.41	8.20		76,517.92	130,108.44	37	
Seattle.....	3	206,621.36	8,500.00	31,545.28	3,600.00	1,469.92	36,402.72	896.70	1,076.28	45	
Sedro Woolley.....	1	1,970.93	825.00	67.50	157.00	3.20		1,851.16	1,018.78	57	
Shelton.....	3	2,369.89	1,100.00	90.00	157.00	4.16		1,883.32	2,442.85	44	
Shoshonish.....	3	4,577.67	1,600.00	40.00	289.40	6.92		1,686.12	1,659.99	50	
Spokane.....	3	3,286.11	1,400.00		220.00	6.12		44,191.71	68,824.62	45	
Spokane.....	1	97,516.83	8,800.00	17,801.21	1,800.00	868.07	20,422.43	1,284.72	928.99	98	
Sprague.....	3	2,213.11	1,000.00	30.00	254.00	7.76		42,074.87	81,736.72	97	
Tacoma.....	1	78,811.09	8,200.00	16,640.85	2,900.00	787.72	18,546.07	2,040.63	3,312.29	44	
Tacoma.....	3	6,962.82	1,500.00	500.00	346.72	18.81		2,040.63			
Vancouver.....	3										

In Government building.

Presidential, Oct. 1, 1900.

	3	2	1	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.	1938.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.	1949.	1950.	1951.	1952.	1953.	1954.	1955.	1956.	1957.	1958.	1959.	1960.	1961.	1962.	1963.	1964.	1965.	1966.	1967.	1968.	1969.	1970.	1971.	1972.	1973.	1974.	1975.	1976.	1977.	1978.	1979.	1980.	1981.	1982.	1983.	1984.	1985.	1986.	1987.	1988.	1989.	1990.	1991.	1992.	1993.	1994.	1995.	1996.	1997.	1998.	1999.	2000.	2001.	2002.	2003.	2004.	2005.	2006.	2007.	2008.	2009.	2010.	2011.	2012.	2013.	2014.	2015.	2016.	2017.	2018.	2019.	2020.	2021.	2022.	2023.	2024.	2025.	2026.	2027.	2028.	2029.	2030.	2031.	2032.	2033.	2034.	2035.	2036.	2037.	2038.	2039.	2040.	2041.	2042.	2043.	2044.	2045.	2046.	2047.	2048.	2049.	2050.	2051.	2052.	2053.	2054.	2055.	2056.	2057.	2058.	2059.	2060.	2061.	2062.	2063.	2064.	2065.	2066.	2067.	2068.	2069.	2070.	2071.	2072.	2073.	2074.	2075.	2076.	2077.	2078.	2079.	2080.	2081.	2082.	2083.	2084.	2085.	2086.	2087.	2088.	2089.	2090.	2091.	2092.	2093.	2094.	2095.	2096.	2097.	2098.	2099.	2100.	2101.	2102.	2103.	2104.	2105.	2106.	2107.	2108.	2109.	2110.	2111.	2112.	2113.	2114.	2115.	2116.	2117.	2118.	2119.	2120.	2121.	2122.	2123.	2124.	2125.	2126.	2127.	2128.	2129.	2130.	2131.	2132.	2133.	2134.	2135.	2136.	2137.	2138.	2139.	2140.	2141.	2142.	2143.	2144.	2145.	2146.	2147.	2148.	2149.	2150.	2151.	2152.	2153.	2154.	2155.	2156.	2157.	2158.	2159.	2160.	2161.	2162.	2163.	2164.	2165.	2166.	2167.	2168.	2169.	2170.	2171.	2172.	2173.	2174.	2175.	2176.	2177.	2178.	2179.	2180.	2181.	2182.	2183.	2184.	2185.	2186.	2187.	2188.	2189.	2190.	2191.	2192.	2193.	2194.	2195.	2196.	2197.	2198.	2199.	2200.	2201.	2202.	2203.	2204.	2205.	2206.	2207.	2208.	2209.	2210.	2211.	2212.	2213.	2214.	2215.	2216.	2217.	2218.	2219.	2220.	2221.	2222.	2223.	2224.	2225.	2226.	2227.	2228.	2229.	2230.	2231.	2232.	2233.	2234.	2235.	2236.	2237.	2238.	2239.	2240.	2241.	2242.	2243.	2244.	2245.	2246.	2247.	2248.	2249.	2250.	2251.	2252.	2253.	2254.	2255.	2256.	2257.	2258.	2259.	2260.	2261.	2262.	2263.	2264.	2265.	2266.	2267.	2268.	2269.	2270.	2271.	2272.	2273.	2274.	2275.	2276.	2277.	2278.	2279.	2280.	2281.	2282.	2283.	2284.	2285.	2286.	2287.	2288.	2289.	2290.	2291.	2292.	2293.	2294.	2295.	2296.	2297.	2298.	2299.	2300.	2301.	2302.	2303.	2304.	2305.	2306.	2307.	2308.	2309.	2310.	2311.	2312.	2313.	2314.	2315.	2316.	2317.	2318.	2319.	2320.	2321.	2322.	2323.	2324.	2325.	2326.	2327.	2328.	2329.	2330.	2331.	2332.	2333.	2334.	2335.	2336.	2337.	2338.	2339.	2340.	2341.	2342.	2343.	2344.	2345.	2346.	2347.	2348.	2349.	2350.	2
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30 1901—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WEST VIRGINIA—c't'd.											
West Union	3	\$2,685.95	\$1,200.00	\$300.00	\$123.99	\$11.44	.....	\$1,685.43	\$1,000.52	62	
Wheeling	1	\$4,504.12	3,300.00	13,322.55	.....	\$76.83	\$15,531.49	\$6,131.87	\$5,372.25	38	In Government building.
Total	.....	429,712.44	70,050.00	59,705.15	10,768.52	4,321.93	57,249.60	202,095.20	227,617.24	47	
WISCONSIN.											
Albany	3	1,840.10	1,000.00	15.63	104.00	2.40	.....	1,123.03	717.07	61	
Algona	3	2,216.01	1,100.00	123.23	174.00	2.48	.....	1,399.71	816.30	63	
Amana	3	2,127.44	1,100.00	120.00	118.00	2.16	.....	1,340.16	787.28	63	
Angulo	3	8,548.52	1,900.00	260.00	353.00	15.40	.....	2,524.40	9,130.33	30	
Appleton	2	23,999.54	2,800.00	3,670.80	1,350.00	309.36	6,938.45	14,968.61	6,124.12	62	
Aradale	3	2,681.16	1,200.00	.....	141.25	1.92	.....	1,343.17	1,337.99	50	
Ashland	2	21,151.11	2,500.00	2,982.60	.....	385.59	5,497.00	11,815.19	9,335.92	53	
Augusta	3	3,164.83	1,400.00	.....	27.25	2.96	.....	1,630.21	1,534.62	52	
Baldwin	3	2,249.03	1,100.00	100.00	164.00	2.96	.....	1,386.96	892.07	61	
Baraboo	2	10,637.05	2,200.00	2,620.01	700.00	32.60	631.06	6,183.67	4,353.38	59	
Baron	3	3,690.74	1,400.00	30.00	194.00	4.64	.....	1,628.64	1,962.10	45	
Bayfield	3	2,859.24	1,200.00	.....	196.00	3.92	.....	1,399.92	1,459.32	49	
Beaumont	3	8,316.03	1,900.00	.....	410.00	17.52	.....	2,327.52	5,988.51	28	
Beloit	2	19,671.82	2,500.00	2,848.90	1,000.00	420.68	4,477.11	11,246.69	8,425.13	57	
Berlin	3	8,245.34	1,900.00	310.00	400.00	8.88	.....	2,618.88	5,625.46	32	
Black River Falls	3	4,539.61	1,600.00	300.00	289.00	6.92	.....	2,194.92	2,343.69	46	
Bloomer	3	1,297.05	550.00	15.00	.....	.40	.....	565.40	691.65	45	
Boscobel	3	3,673.13	1,400.00	140.00	200.00	.....	.....	1,742.96	1,930.17	47	
Brodhead	3	4,276.97	1,500.00	70.00	242.00	6.94	.....	2,461.13	2,461.13	42	
Burlington	3	6,601.67	1,900.00	290.00	360.00	12.48	.....	2,462.48	4,139.19	37	
Centra	3	3,385.74	1,500.00	50.00	163.00	10.58	.....	1,728.58	1,657.16	51	
Chilton	3	3,101.68	1,300.00	180.00	125.80	3.12	.....	1,608.92	1,492.66	52	
Chippewa Falls	2	11,912.90	2,300.00	2,600.00	775.00	368.76	4,638.02	10,681.78	1,231.12	90	
Clinton	3	3,574.21	1,500.00	106.63	277.00	4.24	.....	1,887.87	1,686.34	53	
Clintonville	3	3,715.06	1,400.00	50.00	217.00	8.96	.....	1,685.98	2,029.08	45	
Columbus	3	5,505.53	1,700.00	.....	290.00	6.72	.....	1,996.72	3,508.81	36	
Cudahy	3	4,097.45	1,300.00	.....	222.00	1.84	.....	1,523.84	2,573.61	37	
Cumberland	3	2,886.95	1,200.00	20.00	234.00	3.76	.....	1,457.76	1,379.19	51	
Darlington	3	4,258.31	1,500.00	80.00	294.00	6.86	.....	1,880.86	2,377.45	44	
Delavan	3	6,496.68	1,800.00	150.00	356.99	18.16	.....	2,324.15	4,162.53	96	
Depere	3	5,067.19	1,700.00	100.00	331.00	5.36	.....	2,186.36	2,890.83	42	
Dodgeville	3	4,585.30	1,600.00	270.00	303.96	3.98	.....	2,177.64	2,407.66	48	
Durand	3	2,682.92	1,200.00	150.00	164.00	1.92	.....	1,516.92	1,167.00	57	

AUDITOR—PRESIDENTIAL POST-OFFICES.

	27,789.01	2,700.00	4,951.08	1,500.00	583.27	7,611.00	17,905.35	10,483.66	62
Eau Claire.....	4,860.64	1,600.00	250.00	340.00	8.24	.....	2,182.24	2,768.40	44
Elgeron.....	6,319.83	1,600.00	120.00	260.00	11.28	.....	1,981.28	4,336.05	31
Elkhorn.....	2,377.44	1,200.00	240.00	160.39	2.76	.....	1,963.19	1,014.25	51
Elroy.....	3,230.10	1,400.00	140.00	194.00	3.80	.....	1,737.78	1,492.34	54
Evansville.....	4,681.12	1,600.00	300.00	106.99	8.06	.....	2,168.08	2,713.04	44
Farchild.....	2,564.94	1,100.00	60.00	106.99	1.64	.....	1,307.88	1,247.11	51
Flora.....	2,279.98	1,100.00	16.63	140.00	3.12	.....	1,269.76	1,020.23	55
Fond du Lac.....	26,237.78	2,600.00	3,498.90	1,060.00	414.25	5,999.43	13,662.68	12,675.20	52
Forest.....	13,265.60	2,800.00	2,300.00	1,600.00	139.84	1,769.96	7,009.80	6,246.86	53
Fort Atkinson.....	2,353.99	1,100.00	2,300.00	167.85	2.88	.....	1,270.73	1,046.26	54
Franklin.....	2,296.43	1,100.00	.....	137.90	1.12	.....	1,289.02	1,067.41	54
Galesville.....	571.27	250.00	.....	228.75	8.64	.....	250.46	320.79	44
Glenwood.....	4,798.96	1,600.00	130.00	228.75	8.64	.....	1,867.39	2,981.57	39
Green Bay.....	35,443.69	2,800.00	5,700.00	1,630.00	494.89	9,168.46	19,792.85	15,650.84	56
Greenbush.....	3,418.30	1,400.00	.....	221.00	4.24	.....	1,625.24	1,798.06	48
Harford.....	4,571.49	1,600.00	40.00	181.00	3.44	.....	1,624.44	2,747.05	40
Hayward.....	2,644.95	1,100.00	.....	137.50	2.40	.....	1,239.90	1,405.05	47
Horton.....	6,195.33	1,700.00	50.00	350.00	16.88	.....	2,116.86	4,078.45	34
Hudson.....	8,831.95	1,800.00	200.00	250.00	6.92	.....	1,765.92	1,576.08	53
Hurley.....	8,523.69	1,400.00	.....	94.00	5.64	.....	1,499.84	2,023.85	43
Iron River.....	30,062.71	2,700.00	3,665.03	1,207.10	357.64	6,135.11	14,064.78	15,967.98	47
Janesville.....	6,083.83	1,600.00	100.00	254.00	7.68	.....	1,961.68	3,122.15	39
Jefferson.....	2,630.53	1,100.00	10.00	158.57	2.24	.....	1,265.81	1,364.72	41
Juneau.....	3,860.60	1,400.00	.....	277.00	8.72	.....	1,686.72	2,174.88	44
Kaukauna.....	20,178.98	2,400.00	2,714.36	861.75	299.46	5,705.80	12,070.87	8,108.06	60
Kenosha.....	3,133.56	1,400.00	100.00	196.00	5.26	.....	1,701.28	1,432.28	54
Kewaunee.....	644.99	250.00	30.00	.....	.....	.....	280.88	264.01	52
Kiel.....	4,150.69	1,600.00	.....	227.00	5.44	.....	1,982.44	2,218.25	47
Kilbourn.....	75,743.43	3,200.00	10,110.65	.....	459.06	15,170.86	26,940.59	46,802.64	38
La Crosse.....	7,225.54	1,800.00	130.00	410.00	25.20	.....	2,585.20	4,600.84	36
Lake Geneva.....	3,857.42	1,600.00	40.00	260.00	6.88	.....	1,798.88	2,080.54	47
Lakemills.....	4,200.20	1,600.00	250.00	269.15	6.46	.....	2,126.63	2,794.57	43
Lancaster.....	8,895.73	1,400.00	.....	258.88	5.66	.....	1,662.54	2,283.19	48
Lodi.....	71,735.13	3,200.00	9,510.15	.....	586.53	10,550.52	28,846.20	47,688.98	38
Madison.....	15,882.23	2,400.00	2,648.92	700.00	282.37	4,837.88	10,369.17	6,483.05	65
Manitowoc.....	16,660.80	2,400.00	2,200.00	600.00	184.31	5,262.94	10,899.25	6,011.65	64
Marquette.....	9,665.01	2,100.00	1,500.00	960.00	27.23	.....	8,987.23	5,877.78	41
Marshallfield.....	4,770.67	1,600.00	60.00	296.00	7.40	.....	1,989.60	2,908.07	41
Mascoutah.....	2,751.83	1,300.00	.....	186.26	2.04	.....	1,307.66	1,268.97	54
Mayville.....	1,083.18	1,600.00	.....	250.00	1.80	.....	1,501.04	1,694.43	46
Mazomanie.....	7,741.27	1,800.00	90.00	250.00	6.80	.....	1,940.80	2,794.47	41
Medford.....	7,343.79	1,800.00	860.00	860.00	14.64	.....	2,274.64	5,071.43	31
Menasha.....	1,067.42	2,000.00	1,000.00	461.37	32.46	.....	560.64	516.73	52
Menomonee.....	8,409.69	2,200.00	1,832.60	700.00	13.96	.....	3,496.35	4,916.64	42
Menomonie.....	10,601.45	2,200.00	1,832.60	700.00	13.96	.....	4,081.35	4,816.64	42

	27,789.01	2,700.00	4,951.08	1,500.00	583.27	7,611.00	17,905.35	10,483.66	62
Eau Claire.....	4,860.64	1,600.00	250.00	340.00	8.24	.....	2,182.24	2,768.40	44
Elgeron.....	6,319.83	1,600.00	120.00	260.00	11.28	.....	1,981.28	4,336.05	31
Elkhorn.....	2,377.44	1,200.00	240.00	160.39	2.76	.....	1,963.19	1,014.25	51
Elroy.....	3,230.10	1,400.00	140.00	194.00	3.80	.....	1,737.78	1,492.34	54
Evansville.....	4,681.12	1,600.00	300.00	106.99	8.06	.....	2,168.08	2,713.04	44
Farchild.....	2,564.94	1,100.00	60.00	106.99	1.64	.....	1,307.88	1,247.11	51
Flora.....	2,279.98	1,100.00	16.63	140.00	3.12	.....	1,269.76	1,020.23	55
Fond du Lac.....	26,237.78	2,600.00	3,498.90	1,060.00	414.25	5,999.43	13,662.68	12,675.20	52
Forest.....	13,265.60	2,800.00	2,300.00	1,600.00	139.84	1,769.96	7,009.80	6,246.86	53
Fort Atkinson.....	2,353.99	1,100.00	2,300.00	167.85	2.88	.....	1,270.73	1,046.26	54
Franklin.....	2,296.43	1,100.00	.....	137.90	1.12	.....	1,289.02	1,067.41	54
Galesville.....	571.27	250.00	.....	228.75	8.64	.....	250.46	320.79	44
Glenwood.....	4,798.96	1,600.00	130.00	228.75	8.64	.....	1,867.39	2,981.57	39
Green Bay.....	35,443.69	2,800.00	5,700.00	1,630.00	494.89	9,168.46	19,792.85	15,650.84	56
Greenbush.....	3,418.30	1,400.00	.....	221.00	4.24	.....	1,625.24	1,798.06	48
Harford.....	4,571.49	1,600.00	40.00	181.00	3.44	.....	1,624.44	2,747.05	40
Hayward.....	2,644.95	1,100.00	.....	137.50	2.40	.....	1,239.90	1,405.05	47
Horton.....	6,195.33	1,700.00	50.00	350.00	16.88	.....	2,116.86	4,078.45	34
Hudson.....	8,831.95	1,800.00	200.00	250.00	6.92	.....	1,765.92	1,576.08	53
Hurley.....	8,523.69	1,400.00	.....	94.00	5.64	.....	1,499.84	2,023.85	43
Iron River.....	30,062.71	2,700.00	3,665.03	1,207.10	357.64	6,135.11	14,064.78	15,967.98	47
Janesville.....	6,083.83	1,600.00	100.00	254.00	7.68	.....	1,961.68	3,122.15	39
Jefferson.....	2,630.53	1,100.00	10.00	158.57	2.24	.....	1,265.81	1,364.72	41
Juneau.....	3,860.60	1,400.00	.....	277.00	8.72	.....	1,686.72	2,174.88	44
Kaukauna.....	20,178.98	2,400.00	2,714.36	861.75	299.46	5,705.80	12,070.87	8,108.06	60
Kenosha.....	3,133.56	1,400.00	100.00	196.00	5.26	.....	1,701.28	1,432.28	54
Kewaunee.....	644.99	250.00	30.00	.....	.....	.....	280.88	264.01	52
Kiel.....	4,150.69	1,600.00	.....	227.00	5.44	.....	1,982.44	2,218.25	47
Kilbourn.....	75,743.43	3,200.00	10,110.65	.....	459.06	15,170.86	26,940.59	46,802.64	38
La Crosse.....	7,225.54	1,800.00	130.00	410.00	25.20	.....	2,585.20	4,600.84	36
Lake Geneva.....	3,857.42	1,600.00	40.00	260.00	6.88	.....	1,798.88	2,080.54	47
Lakemills.....	4,200.20	1,600.00	250.00	269.15	6.46	.....	2,126.63	2,794.57	43
Lancaster.....	8,895.73	1,400.00	.....	258.88	5.66	.....	1,662.54	2,283.19	48
Lodi.....	71,735.13	3,200.00	9,510.15	.....	586.53	10,550.52	28,846.20	47,688.98	38
Madison.....	15,882.23	2,400.00	2,648.92	700.00	282.37	4,837.88	10,369.17	6,483.05	65
Manitowoc.....	16,660.80	2,400.00	2,200.00	600.00	184.31	5,262.94	10,899.25	6,011.65	64
Marquette.....	9,665.01	2,100.00	1,500.00	960.00	27.23	.....	8,987.23	5,877.78	41
Marshallfield.....	4,770.67	1,600.00	60.00	296.00	7.40	.....	1,989.60	2,908.07	41
Mascoutah.....	2,751.83	1,300.00	.....	186.26	2.04	.....	1,307.66	1,268.97	54
Mayville.....	1,083.18	1,600.00	.....	250.00	1.80	.....	1,501.04	1,694.43	46
Mazomanie.....	7,741.27	1,800.00	90.00	250.00	6.80	.....	1,940.80	2,794.47	41
Medford.....	7,343.79	1,800.00	860.00	860.00	14.64	.....	2,274.64	5,071.43	31
Menasha.....	1,067.42	2,000.00	1,000.00	461.37	32.46	.....	560.64	516.73	52
Menomonee.....	8,409.69	2,200.00	1,832.60	700.00	13.96	.....	3,496.35	4,916.64	42
Menomonie.....	10,601.45	2,200.00	1,832.60	700.00	13.96	.....	4,081.35	4,816.64	42

	27,789.01	2,700.00	4,951.08	1,500.00	583.27	7,611.00	17,905.35	10,483.66	62
Eau Claire.....	4,860.64	1,600.00	250.00	340.00	8.24	.....	2,182.24	2,768.40	44
Elgeron.....	6,319.83	1,600.00	120.00	260.00	11.28	.....	1,981.28	4,336.05	31
Elkhorn.....	2,377.44	1,200.00	240.00	160.39	2.76	.....	1,963.19	1,014.25	51
Elroy.....	3,230.10	1,400.00	140.00	194.00	3.80	.....	1,737.78	1,492.34	54
Evansville.....	4,681.12	1,600.00	300.00	106.99	8.06	.....	2,168.08	2,713.04	44
Farchild.....	2,564.94	1,100.00	60.00	106.99	1.64	.....	1,307.88	1,247.11	51
Flora.....	2,279.98	1,100.00	16.63	140.00	3.12	.....	1,269.76	1,020.23	55
Fond du Lac.....	26,237.78	2,600.00	3,498.90	1,060.00	414.25	5,999.43	13,662.68	12,675.20	52
Forest.....	13,265.60	2,800.00	2,300.00	1,600.00	139.84	1,769.96	7,009.80	6,246.86	53
Fort Atkinson.....	2,353.99	1,100.00	2,300.00	167.85	2.88	.....	1,270.73	1,046.26	54
Franklin.....	2,296.43	1,100.00	.....	137.90	1.12	.....	1,289.02	1,067.41	54
Galesville.....	571.27	250.00	.....	228.75	8.64	.....	250.46	320.79	44
Glenwood.....	4,798.96	1,600.00	130.00	228.75	8.64	.....	1,867.39	2,981.57	39
Green Bay.....	35,443.69	2,800.00	5,700.00	1,630.00	494.89	9,168.46	19,792.85	15,650.84	56
Greenbush.....	3,418.30	1,400.00	.....	221.00	4.24	.....	1,625.24	1,798.06	48
Harford.....	4,571.49	1,600.00	40.00	181.00	3.44	.....	1,624.44	2,747.05	40
Hayward.....	2,644.95	1,100.00	.....	137.50	2.40	.....	1,239.90	1,405.05	47
Horton.....	6,195.33	1,700.00	50.00	350.00	16.88	.....	2,116.86	4,078.45	34
Hudson.....	8,831.95	1,800.00	200.00	250.00	6.92	.....	1,765.92	1,576.08	53
Hurley.....	8,523.69	1,400.00	.....	94.00	5.64	.....	1,499.84	2,0	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1901*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
WISCONSIN—cont'd.											
Necedah.....	3	\$2,446.15	\$1,100.00	\$150.00	\$159.85	\$3.28	.....	\$1,413.13	\$1,038.02	58	
Neshanic.....	2	10,847.41	2,200.00	2,222.60	200.00	29.76	\$2,963.62	8,015.88	2,931.43	73	
Nellville.....	3	2,537.49	1,600.00	250.00	260.00	8.56	.....	2,162.56	2,781.93	44	
New London.....	3	2,757.89	1,200.00	240.00	160.00	5.50	.....	1,162.54	1,186.35	57	
New Richmond.....	3	4,021.92	1,700.00	70.00	348.00	9.63	.....	1,671.68	2,897.24	42	
New York.....	3	6,217.17	1,600.00	80.00	258.00	6.16	.....	1,941.15	2,276.01	46	
Oconomowoc.....	3	7,276.11	2,000.00	200.00	258.00	18.56	.....	2,575.56	5,699.55	33	
Oconto.....	3	7,514.84	1,800.00	100.00	288.96	12.56	.....	2,162.51	5,352.33	29	
Oroonoke.....	3	2,457.60	1,200.00	70.00	178.45	1.20	.....	1,444.65	1,012.95	59	
Oshkosh.....	3	49,673.73	3,100.00	7,101.90	172.00	688.61	12,946.24	23,808.75	25,872.00	46	In Government building.
Peshigo.....	1	2,912.43	1,300.00	40.00	80.00	8.60	.....	1,315.60	1,596.83	52	
Phillips.....	3	4,362.47	1,500.00	.....	80.00	4.88	.....	1,008.88	2,553.59	41	
Platteville.....	3	2,508.63	1,100.00	.....	223.00	1.20	.....	324.20	1,184.43	53	
Plymouth.....	3	6,382.75	1,800.00	240.00	360.00	11.60	.....	2,411.60	3,971.15	38	
Portage.....	3	5,199.11	1,600.00	55.00	280.00	8.82	.....	1,943.82	3,255.29	37	
Port Washington.....	3	9,984.61	2,200.00	2,069.57	400.00	32.57	.....	4,722.14	5,262.47	47	
Prairie du Chien.....	3	5,477.09	1,500.00	.....	294.00	8.72	.....	1,802.72	3,674.37	33	
Princeton.....	3	4,148.84	1,600.00	60.00	271.00	9.28	.....	1,946.28	2,202.56	47	
Recline.....	3	2,179.45	1,000.00	110.00	142.10	3.60	17,509.75	40,475.95	202,818.81	17	Do.
Reedsburg.....	3	243,294.78	8,600.00	18,300.00	344.80	721.40	.....	2,063.68	8,915.80	35	
Rhinelander.....	3	5,999.48	1,700.00	120.00	255.00	7.68	.....	4,019.42	5,578.06	42	
Rice Lake.....	3	5,586.35	2,100.00	1,582.60	360.00	26.82	.....	2,063.60	2,762.25	43	
Rice Lake.....	3	4,825.86	1,600.00	150.00	306.00	7.60	.....	2,386.40	3,422.21	41	
Richland Center.....	3	5,807.61	1,600.00	500.00	279.00	6.40	.....	4,334.37	5,034.35	46	
Ripon.....	3	9,383.72	2,000.00	1,832.60	439.99	21.78	.....	1,945.96	3,237.69	38	
River Falls.....	3	5,183.65	1,600.00	.....	831.00	14.96	.....	1,852.90	1,062.55	56	
Seymour.....	3	2,415.45	1,100.00	122.42	128.00	2.44	.....	1,301.21	1,467.39	49	
Sharon.....	3	2,853.60	1,200.00	800.00	188.57	5.04	.....	1,965.04	1,984.56	50	
Shawano.....	3	3,969.68	1,400.00	3,565.28	280.00	5.67	8,634.98	15,245.93	12,634.99	55	
Sheboygan.....	3	27,940.82	2,700.00	.....	173.00	3.04	.....	1,676.04	2,509.03	40	
Sheboygan Falls.....	3	4,185.07	1,500.00	.....	214.90	8.04	.....	1,477.94	1,557.96	56	
Sheell Lake.....	3	2,625.90	1,200.00	50.00	180.00	1.60	.....	1,381.60	1,054.84	57	
Shullsburg.....	3	2,436.44	1,200.00	.....	250.00	9.68	.....	1,669.68	1,812.46	53	
South Kaukauna.....	3	2,972.14	1,400.00	.....	300.00	11.76	.....	1,111.76	1,842.11	50	
South Milwaukee.....	3	8,653.87	1,500.00	.....	186.00	8.68	.....	1,239.68	1,239.90	50	
South Superior.....	3	2,477.86	1,100.00	.....	186.00	8.68	.....	3,968.24	4,090.85	49	
Sparta.....	3	8,064.09	2,000.00	1,532.60	450.00	10.64	.....	1,480.88	1,141.53	56	
Springgreen.....	3	2,622.41	1,100.00	210.00	170.00	.88	.....	1,468.56	1,603.78	45	
Stoughton.....	3	8,275.84	1,800.00	2,485.08	166.00	2.56	.....	10,136.80	1,803.00	44	
Stevens Point.....	3	12,167.70	2,300.00	.....	800.00	146.66	4,882.11	2,236.80	2,051.90	45	
Stoughton.....	3	7,495.06	1,800.00	70.00	356.00	8.80	.....	2,236.80	2,258.26	50	

No. 11.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1901.

States and Territories.	Balance from last year.	Domestic money orders issued.			International orders issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$65,888.03	509,552	\$3,968,905.96	\$40,908.68	3,100	\$57,984.89	\$688.10
Alaska	82,721.89	32,716	1,223,975.40	5,861.23	1,696	73,281.03	770.80
Arizona	32,259.82	152,692	1,911,491.57	14,679.98	4,425	132,008.55	1,380.83
Arkansas	54,704.01	518,100	3,781,667.57	40,686.83	1,170	19,157.57	286.36
California	593,898.05	1,634,217	17,817,737.07	148,094.83	69,629	1,299,013.23	15,422.76
Colorado	104,131.92	683,332	6,039,981.48	57,631.13	26,738	735,474.82	8,193.04
Connecticut	57,059.60	451,191	3,525,095.23	37,104.73	36,549	520,166.42	6,689.46
Delaware	5,402.60	45,911	346,959.45	3,702.32	1,793	37,001.17	482.37
Dist. Columbia	17,142.81	147,235	1,583,166.73	13,511.24	8,072	120,109.27	1,524.53
Florida	58,890.80	339,170	2,266,915.33	26,043.41	5,155	101,273.75	1,046.60
Georgia	57,820.58	642,960	3,946,141.50	47,833.33	3,671	66,433.40	772.12
Hawaii	36,255.91	69,471	1,986,649.01	9,949.21	2,529	55,953.69	646.01
Idaho	45,061.19	224,848	2,565,995.85	20,665.12	3,383	88,477.18	976.23
Illinois	327,824.35	2,388,884	16,260,940.69	185,217.60	100,386	1,663,118.43	20,685.70
Indiana	123,282.05	1,384,290	8,881,002.10	105,938.84	- 12,555	197,469.31	2,515.20
Indian Territory	19,292.67	217,652	1,759,315.61	17,669.96	724	28,769.49	306.45
Iowa	167,058.26	1,072,247	9,161,904.82	124,562.95	10,964	145,917.68	1,968.54
Kansas	101,634.65	1,306,789	8,051,990.13	97,859.79	5,693	95,200.30	1,193.93
Kentucky	47,573.15	385,226	2,447,558.48	29,040.05	3,301	48,189.37	614.60
Louisiana	87,871.89	398,073	3,572,544.86	33,672.45	5,995	137,509.82	1,562.96
Maine	59,242.65	351,112	2,816,581.75	29,008.30	8,862	134,668.18	1,720.02
Maryland	30,965.81	216,375	1,844,476.03	18,157.05	10,939	165,982.37	2,163.95
Massachusetts	142,722.65	1,072,247	8,833,513.04	89,694.93	140,794	2,070,581.34	26,094.47
Michigan	168,175.57	1,578,751	11,052,054.36	123,158.08	38,332	516,835.52	6,895.10
Minnesota	128,798.49	1,046,245	7,197,278.75	80,984.19	22,827	361,087.64	4,617.78
Mississippi	38,262.14	526,088	3,655,365.03	40,783.37	1,077	25,148.64	284.90
Missouri	152,011.45	1,306,333	8,109,147.95	97,864.70	17,976	303,932.08	3,727.09
Montana	81,254.36	290,171	2,931,765.51	25,381.07	20,011	468,608.60	5,251.70
Nebraska	105,467.34	990,683	5,922,338.50	74,705.49	6,186	78,315.08	1,067.45
Nevada	16,014.66	77,257	908,867.58	7,278.38	1,154	35,389.32	380.90
New Hampshire	27,704.01	220,944	1,488,565.83	17,293.90	8,650	113,237.92	1,326.69
New Jersey	74,427.58	516,959	4,418,458.19	43,735.75	60,274	879,050.84	11,132.96
New Mexico	42,499.53	108,468	984,790.49	9,249.71	1,215	26,886.53	301.50
New York	511,718.91	2,592,432	21,413,567.13	215,919.02	328,285	4,574,286.86	58,792.73
North Carolina	41,622.03	352,735	2,285,603.93	26,704.86	1,047	18,132.35	224.55
North Dakota	27,607.40	250,006	1,664,527.07	19,180.71	3,092	43,397.70	584.80
Ohio	196,052.76	1,902,923	12,945,353.53	145,771.54	40,396	608,566.08	7,856.15
Oklahoma	44,929.84	326,055	2,583,174.00	26,372.85	319	5,148.41	62.50
Oregon	76,629.51	471,177	3,931,207.39	38,530.85	10,320	241,594.51	2,761.23
Pennsylvania	471,988.36	2,203,575	19,063,062.63	188,306.19	108,486	1,790,491.31	22,365.02
Porto Rico	169,122.23	43,665	1,550,243.55	6,081.37	789	27,979.15	238.14
Rhode Island	21,775.49	145,772	1,232,474.81	12,276.00	22,624	327,438.66	4,196.29
South Carolina	30,546.45	282,049	1,837,306.16	21,375.01	1,265	25,022.49	298.77
South Dakota	44,650.07	377,659	2,572,170.25	29,241.78	3,121	59,650.27	704.93
Tennessee	54,421.56	387,576	2,534,074.36	29,408.67	3,033	54,687.27	652.48
Texas	178,602.04	1,678,137	13,895,226.09	137,112.37	12,050	188,546.18	2,186.80
Utah	33,462.68	173,019	1,595,226.82	14,713.30	8,837	153,609.33	1,861.55
Vermont	32,047.09	200,990	1,319,533.46	15,564.41	5,978	89,040.96	1,136.18
Virginia	64,635.75	403,979	3,034,312.61	32,312.14	4,929	98,257.02	1,159.40
Washington	158,330.37	644,950	6,359,483.84	56,217.39	22,600	562,399.94	6,280.69
West Virginia	46,982.75	290,588	2,227,453.74	23,305.93	1,344	25,174.84	305.59
Wisconsin	119,257.71	1,122,400	8,098,328.96	88,577.78	20,743	287,855.76	3,841.65
Wyoming	30,302.91	122,079	1,254,396.43	10,871.86	2,776	98,377.70	1,065.43
Supt. M. O. system		33,384	1,885,598.77		28	603.43	
Total	5,507,956.98	35,586,379	274,546,067.34	2,855,272.33	1,247,888	20,072,613.65	249,365.92

1\$2,145,085.73 fees; \$710,186.60 war tax.

No. 11.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1901—Continued.

States and Territories.	Foreign exchange received.	Number of certificates of deposit.	Deposits received from postmasters.	Drafts on postmasters at New York, N. Y.	Drafts on assistant treasurer at New York, N. Y.	Transferred from post-age fund.
Alabama.....		20,444	\$2,262,388.42	\$59,965.30		\$20,885.85
Alaska.....			73.26			885.00
Arizona.....		3,042	853,048.59	74,380.00		6,022.59
Arkansas.....		16,416	1,838,745.06	241,904.10		25,513.74
California.....		57,574	14,571,512.59	624,205.00		123,929.11
Colorado.....		21,299	4,196,554.64	97,730.50		21,246.39
Connecticut.....		13,186	1,392,425.12	328,959.00		22,457.32
Delaware.....		1,027	82,645.96	17,689.00		5,386.51
District of Columbia.....	\$70,760.65	10,341	1,422,931.55	213,550.00		780.00
Florida.....		12,817	1,407,222.14	105,055.00		28,579.59
Georgia.....		22,776	2,338,210.44	315,497.60		114,740.12
Hawaii.....		1,868	1,506,380.15	3,950.00		3,971.01
Idaho.....		3,318	530,170.99	47,553.00		13,521.09
Illinois.....		109,777	39,030,475.89	1,199,463.00		116,624.03
Indiana.....		38,078	3,788,239.98	961,270.62		103,179.73
Indian Territory.....		393	62,950.62	27,046.00		13,780.44
Iowa.....		54,581	5,421,213.79	1,314,721.56		120,800.78
Kansas.....		23,657	2,371,329.63	747,735.77		139,263.90
Kentucky.....		13,576	1,275,580.03	150,948.19		119,607.43
Louisiana.....	572.16	23,655	3,857,111.26	138,210.45		43,865.16
Maine.....		14,013	1,452,184.38	169,774.65		84,653.09
Maryland.....		12,994	1,651,897.36	333,060.00	\$380,487.64	11,646.41
Massachusetts.....		48,589	6,858,921.22	535,234.90		65,544.01
Michigan.....		44,552	5,766,337.62	1,916,751.00		174,725.56
Minnesota.....		48,798	6,727,450.83	364,877.56		59,531.80
Mississippi.....		11,643	1,250,211.84	170,968.00		27,314.70
Missouri.....		94,931	12,543,790.78	716,358.00		122,143.87
Montana.....		10,943	2,372,885.73	11,398.00		6,492.39
Nebraska.....		28,040	4,209,129.11	287,877.08		61,112.40
Nevada.....				19,385.00		5,264.73
New Hampshire.....			347,786.52	149,753.00		13,877.41
New Jersey.....		14,047	1,440,725.09	342,956.03		49,096.36
New Mexico.....		4,841	664,067.14	54,975.00		3,143.06
New York.....	972,354.55	136,850	56,366,668.35	3,794,355.00	17,677,882.70	876,263.65
North Carolina.....		9,106	826,585.63	169,496.75		31,376.00
North Dakota.....		6,331	618,312.65	47,550.14		12,604.62
Ohio.....		66,638	7,905,515.95	1,448,723.00		287,174.85
Oklahoma.....		4,944	579,451.39	130,398.53		29,146.40
Oregon.....		18,392	2,490,143.17	169,632.00		40,008.50
Pennsylvania.....		95,826	13,541,101.06	1,144,053.75		229,828.42
Porto Rico.....		1,810	853,935.67	14,481.00		4,825.11
Rhode Island.....		5,093	597,943.15	10,585.00		3,894.13
South Carolina.....		8,948	1,096,429.89	81,661.00		10,912.45
South Dakota.....		9,289	1,058,853.83	71,466.00		10,045.03
Tennessee.....		24,485	2,604,986.60	255,837.08		117,110.01
Texas.....		66,755	9,266,439.72	465,122.21		130,623.39
Utah.....		9,638	1,460,940.75	99,038.00		18,623.69
Vermont.....		5,519	504,152.91	36,192.46		11,786.82
Virginia.....		15,014	1,691,491.16	342,123.78		43,267.73
Washington.....		23,174	4,392,414.68	209,231.66		27,450.86
West Virginia.....		12,251	1,023,261.74	379,457.00		9,551.36
Wisconsin.....		40,540	5,053,404.13	376,404.04		113,352.04
Wyoming.....		2,744	462,832.33	3,604.00		1,038.30
Total.....	1,043,787.36	1,348,728	246,019,466.61	20,927,594.71	18,358,370.34	3,738,419.05

No. 11.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1901—Continued.

States and Territories.	Gain.	Balance due post-masters.	Domestic money orders paid.		International orders paid.	
			Number.	Amount.	Number.	Amount.
Alabama.....	\$170.67	\$156.09	247,825	\$2,446,692.59	764	\$21,634.18
Alaska.....	.03	.....	4,962	242,345.37	768	27,610.92
Arizona.....	.91	21.25	43,937	718,586.41	282	8,597.03
Arkansas.....	.73	187.49	221,502	2,270,007.81	483	12,671.82
California.....	1.16	54.48	1,311,487	16,467,578.69	18,870	443,813.47
Colorado.....	.67	8.06	440,907	4,801,774.51	3,940	89,428.36
Connecticut.....	.15	1.56	404,173	2,778,820.42	7,611	133,215.88
Delaware.....	.....	.....	26,358	230,963.57	822	6,720.31
District of Columbia.....	110.40	.08	269,406	1,744,787.97	7,489	79,549.22
Florida.....	27.58	30.04	171,344	1,444,909.47	2,876	61,374.48
Georgia.....	.71	58.53	529,071	3,668,783.78	1,508	28,350.19
Hawaii.....	.....	.19	47,817	1,570,348.87	259	5,921.39
Idaho.....	4.49	4.82	65,219	1,068,845.41	606	19,180.37
Illinois.....	.03	180.74	5,863,962	35,652,889.72	53,938	762,300.65
Indiana.....	1.29	369.19	1,089,288	7,780,045.61	6,933	108,090.78
Indian Territory.....	.10	95.45	66,494	625,062.89	127	3,212.82
Iowa.....	1.10	96.34	1,087,381	8,086,526.38	5,021	118,620.23
Kansas.....	50.60	99.14	693,223	5,423,742.60	2,607	61,843.33
Kentucky.....	.08	28.33	816,007	2,482,090.26	1,687	35,221.93
Louisiana.....	.28	45.32	271,066	2,996,371.84	1,973	56,690.56
Maine.....	.96	116.42	364,289	2,261,410.75	4,430	57,639.23
Maryland.....	875.13	207.93	249,476	2,358,343.46	3,504	73,061.56
Massachusetts.....	.27	24.13	1,791,726	10,384,477.12	44,542	526,052.44
Michigan.....	1.02	75.27	1,260,141	10,466,485.07	18,675	261,413.72
Minnesota.....	.94	61.66	918,898	7,033,330.75	8,992	226,241.98
Mississippi.....	1.37	20.13	200,386	1,765,989.94	283	11,829.57
Missouri.....	.07	59.04	1,821,199	13,318,400.96	9,669	174,201.16
Montana.....	.02	32.30	89,243	1,275,848.75	1,727	46,514.69
Nebraska.....	1,001.82	163.35	744,466	4,991,182.25	3,258	69,081.87
Nevada.....	.....	40.42	21,737	311,934.28	144	3,569.90
New Hampshire.....	.....	16.95	112,219	1,090,262.57	1,677	32,353.66
New Jersey.....	.06	7.64	362,986	3,513,486.99	12,343	279,456.28
New Mexico.....	.02	.73	89,276	551,021.37	256	5,356.14
New York.....	162.05	134.30	5,471,307	37,385,947.85	158,952	2,138,674.12
North Carolina.....	172.60	74.65	209,735	1,684,224.14	1,496	10,465.51
North Dakota.....	2.15	8.03	70,670	771,817.37	1,439	40,298.68
Ohio.....	1.10	187.87	2,166,440	14,105,581.44	27,337	334,880.27
Oklahoma.....	.04	54.77	115,147	1,419,951.62	278	9,268.86
Oregon.....	.01	52.89	339,219	3,773,983.00	3,250	82,484.70
Pennsylvania.....	.46	289.29	2,188,933	16,719,259.44	38,108	606,513.51
Porto Rico.....	.10	.....	24,554	666,654.78	233	6,765.02
Rhode Island.....	.....	9.08	186,299	968,179.18	3,815	66,415.82
South Carolina.....	.05	10.15	130,695	1,128,925.90	880	8,585.92
South Dakota.....	.....	15.65	124,859	1,093,900.31	1,674	32,328.12
Tennessee.....	.....	39.21	413,665	3,805,281.24	1,143	26,244.15
Texas.....	4.28	1,963.96	916,111	9,523,045.84	5,373	131,336.46
Utah.....	5.21	.29	113,660	1,405,275.72	1,200	23,518.71
Vermont.....	.42	1.99	90,898	877,242.93	1,500	21,761.87
Virginia.....	.68	344.35	303,185	2,736,419.46	1,508	29,916.51
Washington.....	.13	44.17	338,310	4,452,844.71	11,133	279,070.54
West Virginia.....	.49	133.10	142,242	1,064,289.17	483	9,774.98
Wisconsin.....	27.46	226.87	779,102	6,550,454.84	9,024	215,216.75
Wyoming.....	.....	1.00	27,018	317,312.27	234	7,303.86
Supt. Money-Order System.....	.....	.....	184,589	1,844,413.89	2,114	39,824.32
Total.....	2,129.37	5,823.29	35,433,687	276,582,258.02	492,408	7,972,453.70

No. 11.—*Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1901—Continued.*

States and Territories.	International orders repaid.		Foreign exchange purchased.	Drafts paid by postmaster at New York, N. Y.	Deposited with assistant treasurer at New York, N. Y., and Chicago, Ill.	Deposited on account of revenue.
	Number.	Amount.				
Alabama.....	9	\$118.91				
Alaska.....	8	181.00				
Arizona.....	10	182.42				
Arkansas.....	8	1.96				
California.....	199	8,879.62				
Colorado.....	52	882.80				
Connecticut.....	121	1,920.15				
Delaware.....	9	141.90				
District of Columbia.	45	720.74				
Florida.....	37	467.64				
Georgia.....	8	94.87				
Hawaii.....	4	29.21				
Idaho.....	10	117.72				
Illinois.....	161	2,121.70			\$9,856,000.00	
Indiana.....	47	638.17				
Indian Territory.....	4	37.00				
Iowa.....	27	292.69				
Kansas.....	82	864.96				
Kentucky.....	12	161.95				
Louisiana.....	82	706.86				
Maine.....	29	854.64				
Maryland.....	43	657.17				
Massachusetts.....	415	5,498.60				
Michigan.....	94	967.20				
Minnesota.....	80	1,362.02				
Mississippi.....	2	6.49				
Missouri.....	68	1,076.60				
Montana.....	29	432.26				
Nebraska.....	14	291.41				
Nevada.....	4	109.99				
New Hampshire.....	19	175.30				
New Jersey.....	198	2,401.98				
New Mexico.....	8	76.08				
New York.....	917	14,801.68	\$13,821,690.88	\$20,540,084.88	8,788,994.84	\$1,572,622.32
North Carolina.....	6	72.66				
North Dakota.....	16	147.77				
Ohio.....	179	2,211.96				
Oklahoma.....	2	42.98				
Oregon.....	29	834.88				
Pennsylvania.....	177	2,269.78				
Porto Rico.....	11	248.18				
Rhode Island.....	76	1,074.61				
South Carolina.....	4	16.60				
South Dakota.....	11	104.67				
Tennessee.....	11	296.89				
Texas.....	62	566.63				
Utah.....	35	697.28				
Vermont.....	19	115.61				
Virginia.....	16	171.81				
Washington.....	61	770.96				
West Virginia.....	2	14.00				
Wisconsin.....	58	699.77				
Wyoming.....	5	122.00				
Supt. M. O. system.....	97	1,944.99				
Total.....	3,622	52,689.28	13,821,690.88	20,540,084.88	18,594,994.84	1,572,622.32

No. 11.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1901—Continued.

States and Territories.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Deposited on account of war tax.	Commissions on money orders.	Balance due the United States.	Balance due postmasters last year.
Alabama	\$3,919,841.74	\$2,089.70	\$482.86		\$12,159.21	\$74,992.10	\$30.70
Alaska	922,699.08	13,915.35			1,032.36	179,244.56	
Arizona	2,255,970.55	2.00	30.67		3,717.99	38,207.02	
Arkansas	3,635,745.38	1,297.96	149.65		13,268.64	69,595.47	64.78
California	17,247,164.07	682.39	186.98		26,514.27	1,004,000.61	122.98
Colorado	6,222,284.38	881.62	639.28		11,666.02	133,537.76	7.92
Connecticut	2,904,873.74	30.48			5,871.96	65,760.43	65.68
Delaware	252,164.01	114.93			816.24	8,291.38	7.04
Dist. of Columbia	1,698,279.35	3,879.31			37.83	21,182.80	.04
Florida	2,417,202.93	590.91	563.42		7,955.76	62,004.35	15.38
Georgia	3,113,581.97	3,905.53	187.32		14,200.77	58,323.56	115.34
Hawaii	1,937,509.12	451.34			1,457.13	88,088.12	
Idaho	2,166,956.84	148.56	.06		6,077.25	51,100.94	3.32
Illinois	12,138,025.86	36,239.96	703.66		44,169.66	312,006.23	73.52
Indiana	6,120,740.01	1,202.70	565.68		26,280.54	115,546.88	187.94
Indian Territory	1,271,331.59	866.39	969.20		5,984.67	22,853.69	18.54
Iowa	8,006,742.58	36,345.66	198.26		40,773.60	170,702.86	43.71
Kansas	5,992,647.97	1,874.49	410.96		30,592.44	95,863.89	17.21
Kentucky	1,648,813.32	1,017.73	396.49		8,189.88	43,200.62	5.08
Louisiana	4,744,586.51	394.29	259.37		9,173.22	95,633.96	45.48
Maine	2,851,460.05	905.30	7.12		7,985.58	58,088.72	3.10
Maryland	1,578,016.91	600.50	802.78	\$680,487.64	5,099.38	44,827.15	33.19
Massachusetts	7,614,567.39	1,094.68	61.52		10,434.36	130,115.59	9.35
Michigan	7,736,814.39	2,061.71	1,014.41		31,693.86	174,438.83	135.11
Minnesota	7,494,910.06	1,779.81	586.72		28,724.72	142,679.43	74.15
Mississippi	3,372,457.29	623.33	327.42		13,962.51	43,157.38	27.19
Missouri	8,351,624.19	1,112.63	274.35		27,074.25	165,167.65	108.24
Montana	4,482,555.35	218.81	259.28		5,558.01	111,686.34	1.89
Nebraska	6,550,928.09	3,265.82	118.80		25,573.29	100,603.57	132.02
Nevada	6,559,604.44		60.00		2,140.44	16,201.91	.08
New Hampshire	1,033,536.44	268.74			4,965.00	28,781.91	17.61
New Jersey	3,331,816.24	631.05	45.81		6,083.55	75,656.08	21.56
New Mexico	1,171,992.14	907.00	68.60		2,697.42	54,184.33	10.70
New York	18,448,282.90	3,518,901.25	2,753.83		34,977.30	744,872.21	76.56
North Carolina	1,656,251.36	2,829.14	622.38		8,278.05	40,201.07	89.04
North Dakota	1,581,426.12	679.18	30.28		6,794.22	32,532.62	54.08
Ohio	8,899,603.45	14,036.35	189.20		33,371.10	210,068.11	361.96
Oklahoma	1,916,480.20	145.42	188.65		7,836.96	43,778.75	65.34
Oregon	3,042,476.58	538.89	307.99		10,450.02	79,807.55	221.50
Pennsylvania	18,561,675.92	2,500.22	494.31		37,727.49	519,051.17	74.72
Porto Rico	1,903,821.62	2,552.15			789.75	46,069.82	
Rhode Island	1,151,679.76	85.67	43.00		1,551.27	21,503.82	9.56
South Carolina	1,880,203.83	106.79	123.58		6,714.69	28,884.84	50.37
South Dakota	2,660,946.27	1,482.85	224.77		9,904.20	47,896.29	8.33
Tennessee	2,254,916.78	1,166.08	397.48		8,324.19	54,535.12	55.36
Texas	14,343,816.37	1,656.04	515.67		39,206.58	225,533.77	140.68
Utah	1,895,003.21	686.24	35.00		3,787.22	48,810.20	13.04
Vermont	1,063,611.80	21.00			4,789.64	27,933.36	.59
Virginia	2,468,617.62	1,283.05	338.02		7,902.66	62,696.15	559.34
Washington	6,790,542.48	851.81	205.18		13,260.42	224,232.30	15.24
West Virginia	2,603,882.02	430.54	79.09		6,548.34	50,539.48	13.92
Wisconsin	7,221,654.88	1,732.02	388.35		25,181.01	126,006.88	42.95
Wyoming	1,499,110.52	80.64			3,107.97	35,404.23	48.56
Supt. M. O. System.	19.00						
Total	246,041,756.07	3,669,039.76	15,016.89	680,487.64	704,667.84	6,576,007.65	3,196.67

No. 12.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the year ended June 30, 1901.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1900.....		\$5,507,956.88
Amount received for domestic money orders issued.....	\$274,546,067.34	
Amount received for international money orders issued.....	20,072,613.65	
Total issued.....		294,618,680.99
Amount received for fees on domestic money orders issued.....	2,145,086.78	
Amount received for fees on international money orders issued.....	249,366.92	
Amount received for war tax on domestic money orders issued.....	710,186.60	
Total fees.....		3,104,638.25
Amount of foreign exchange received.....	1,043,787.36	
Amount of deposits received from postmasters.....	246,019,466.61	
Amount of drafts drawn on postmaster at New York, N. Y.....	20,927,594.71	
Amount of drafts drawn on assistant treasurer at New York, N. Y.....	18,856,370.84	
Amount transferred from postage fund.....	3,738,419.06	
Amount of gain.....	2,129.87	
Balance due postmasters June 30, 1901.....	5,823.29	
Total receipts.....		290,095,590.78
		598,826,866.85

DISBURSEMENTS.

Amount of domestic money orders paid.....	\$273,582,256.02	
Amount of international money orders paid.....	7,972,458.70	
Total paid.....		\$281,554,714.72
Amount of international money orders repaid.....	52,689.28	
Amount of foreign exchange purchased.....	13,321,580.83	
Amount of drafts paid by postmaster at New York, N. Y.....	20,540,084.88	
Amount deposited with assistant treasurer at New York, N. Y., to credit of Postmaster-General on money-order account.....	8,738,994.84	
Amount deposited with assistant treasurer at Chicago, Ill., to credit of Postmaster-General on money-order account.....	9,856,000.00	
Amount deposited with assistant treasurer at New York, N. Y., to credit of the Treasurer of the United States for use of the Post-Office Department, being revenue on money-order account.....	1,572,622.32	
Amount deposited with the collector of internal revenue at Baltimore, Md., being amount of war tax on domestic money orders issued.....	680,487.64	
Amount deposited at first-class offices.....	246,041,756.07	
Amount transferred to postage fund.....	3,669,039.76	
Amount of loss.....	15,016.89	
Amount paid for commissions on money orders.....	704,667.84	
Balance due postmasters June 30, 1900.....	3,196.67	
Balance in the hands of postmasters June 30, 1901.....	6,576,007.66	
Total disbursements.....		311,772,154.63
		598,826,866.85

No. 13.—*Statement showing the transfers to and from money-order account during the year ended June 30, 1901.*

Amount transferred to money-order account.....	\$3,738,419.06	
Balance due postal account June 30, 1900.....	1,871,575.25	
Amount transferred from money-order account.....	3,669,039.76	\$5,609,994.30
Balance due postal account June 30, 1901.....	1,940,954.54	
		5,609,994.30

No. 14.—*Statement showing the money-order transactions with the United States assistant treasurers at New York, N. Y., and Chicago, Ill., during year ended June 30, 1901.*

NEW YORK, N. Y.

Balance in the hands of assistant treasurer June 30, 1900.....	\$2,428,745.77	
Amount deposited with assistant treasurer.....	8,988,994.84	
Amount transferred from assistant treasurer at Chicago, Ill.....	10,600,000.00	
Amount of drafts paid by assistant treasurer:		\$22,017,740.61
For revenue.....	1,572,622.32	
For current use.....	12,833,000.00	
For war tax.....	680,487.64	
For balance of transfers due postal account.....	3,517,260.38	
On account of unpaid money orders.....	430,755.43	
Balance in the hands of assistant treasurer June 30, 1901.....	2,978,614.84	
		22,017,740.61

No. 14.—*Statement showing the money order transactions with the United States assistant treasurers at New York, N. Y., and Chicago, Ill.—Continued.*

CHICAGO, ILL.

Balance in the hands of assistant treasurer June 30, 1900.....	\$1,202,000.00	
Amount deposited with assistant treasurer.....	9,858,000.00	
		\$11,058,000.00
Amount transferred to assistant treasurer at New York, N. Y.....	10,600,000.00	
Balance in the hands of assistant treasurer June 30, 1901.....	458,000.00	
		11,058,000.00

No. 15.—*Statement showing the revenue which accrued on money-order account during the year ended June 30, 1901.*

DOMESTIC.

Amount received for fees on orders issued.....	\$2,145,085.73	
Amount of gain.....	2,129.37	
		\$2,147,215.10
Amount allowed postmasters:		
For commissions.....	700,755.63	
For lost remittances and burglaries.....	13,724.44	
Uncollected accounts of previous years.....	1,292.45	
		715,772.52
Net revenue.....		1,431,442.58
		2,147,215.10

INTERNATIONAL.

Amount received for fees on orders issued.....	\$249,365.92	
Amount of gain on exchange.....	50,278.23	
		\$299,639.15
Amount allowed postmasters for commissions.....	3,912.21	
Amount allowed foreign countries:		
For commissions.....	58,462.50	
For incidental expenses.....	47.73	
		62,422.44
Net revenue.....		237,216.71
		299,639.15

RECAPITULATION OF NET REVENUE.¹

Revenue on domestic money-order transactions.....	\$1,431,442.58	
Revenue on international money-order transactions.....	237,216.71	
Total revenue.....		\$1,668,659.2

No. 16.—*Statement of assets and liabilities June 30, 1901.*

ASSETS.

Amount in the hands of assistant treasurer at New York, N. Y.....	\$2,978,614.84	
Amount in the hands of assistant treasurer at Chicago, Ill.....	458,000.00	
Amount in the hands of postmasters.....	6,576,007.66	
		\$10,012,622.50

LIABILITIES.

Amount due postal account, being balance due on transfers June 30, 1901.....	1,940,954.54	
Amount due Post-Office Department, being revenue on money-order account for quarters ended March 31 and June 30, 1901.....	834,215.61	
Amount due the collector of internal revenue at Baltimore, Md., being war tax on money orders issued during quarters ended March 31, and June 30, 1901.....	373,378.36	
Amount of unpaid domestic money orders, less transfers to credit of Post-Office Department.....	4,067,708.72	
Unpaid international money orders, outstanding certificates of deposit, and balances of unadjusted international accounts.....	2,790,546.96	
Balance due postmasters June 30, 1901.....	5,823.29	
		10,012,622.50

¹ Many items of expense that would be a legitimate charge, against the revenues of the money-order system do not appear in this statement, as they are paid from appropriations for the postal service and the departmental service.

NO. 17.—PRINCIPAL INTERNATIONAL MONEY-ORDER TRANSACTIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1901.

Statement showing the number of international lists of United States issue received, examined, registered, and checked; also the number and value, by countries, of orders certified.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Austria	161	63,297	\$1,825,808.05	\$386,653.89	.....
Bahamas	54	193	2,957.29	41.85	.....
Belgium	161	8,570	194,912.89	43,831.22	.....
Bermuda	42	248	4,240.75	.....	\$63.15
British Guiana	43	282	2,823.14	373.58	.....
British Honduras	41	72	720.45	.....	573.27
Canada	378	136,612	1,909,505.12	104,674.59	.....
Cape Colony	102	460	8,615.52	.....	2,182.37
Chile	43	75	1,151.87	122.04	.....
Cuba	106	5,741	161,916.08	38,631.92	.....
Denmark	161	14,822	280,569.13	12,377.07	.....
Egypt	181	291	4,607.61	.....	1,207.90
France	12	34,722	545,795.29	65,360.62	.....
Germany	167	192,171	2,650,740.68	87,887.76	.....
Great Britain	162	444,081	5,453,344.34	287,085.06	.....
Honduras	16	10	327.75	175.60	.....
Hongkong	59	400	8,476.32	.....	529.44
Hungary	161	35,789	982,560.34	426,348.91	.....
Italy	180	47,750	1,513,861.19	373,406.79	.....
Jamaica	135	728	9,964.14	.....	456.88
Japan	196	20,984	737,394.10	201,205.54	.....
Leeward Islands	35	790	9,774.55	1,182.63	.....
Luxemburg	161	852	19,441.02	2,063.73	.....
Mexico	307	5,064	74,454.09	55,734.29	.....
Netherlands	161	6,100	69,344.87	9,328.11	.....
Newfoundland	51	3,842	59,591.52	.....	5,431.34
New South Wales	59	1,171	22,522.54	.....	2,398.32
New Zealand	36	1,280	25,319.27	3,148.95	.....
Norway	161	30,935	701,739.92	65,536.63	.....
Portugal	136	487	8,301.62	2,024.05	.....
Queensland	40	257	5,600.06	1,078.08	.....
Russia	161	69,298	1,100,113.11	975,797.90	.....
Salvador	29	12	112.75	29.25	.....
South Australia	33	163	2,464.86	615.32	.....
Sweden	161	88,341	1,728,943.70	112,270.63	.....
Switzerland	181	29,186	404,260.57	95,411.70	.....
Tasmania	35	182	1,871.82	217.84	.....
Trinidad	22	248	3,337.54	540.98	.....
Victoria	57	956	17,951.77	151.02	.....
Windward Islands	57	1,439	18,256.46	3,083.78	.....
Total	4,498	1,247,851	20,023,738.59	3,357,389.83	12,832.67

NO. 17.—PRINCIPAL INTERNATIONAL MONEY-ORDER TRANSACTIONS DURING THE FISCAL YEAR ENDING JUNE 30, 1901—Continued.

Statement showing the number of international lists of orders of foreign issue received, examined, registered, and checked; also the number and value, by countries, of orders certified to the United States.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Austria	367	8,251	\$268,797.19	\$48,499.19	
Bahamas	82	1,154	6,646.23		\$642.46
Belgium	106	2,454	66,831.68		194.85
Bermuda	42	882	9,923.40		1,615.60
British Guiana	68	1,561	19,250.15		1,040.89
British Honduras	52	868	3,415.73	145.78	
Canada	385	204,672	2,092,895.20	411,768.98	
Cape Colony	70	2,858	47,899.12	12,169.31	
Chile	52	875	3,859.66	518.41	
Cuba	102	36,792	915,848.66		2,166,501.87
Denmark	366	3,286	72,472.60	2,976.13	
Egypt	196	713	9,828.41	1,440.74	
France	12	8,151	144,192.82	28,258.37	
Germany	139	54,134	1,556,550.73	82,059.00	
Great Britain	371	99,944	1,290,820.54	87,605.42	
Honduras	51	54	1,131.70		1,129.18
Hongkong	70	387	4,126.46	839.58	
Hungary	196	4,304	173,786.21	31,989.04	
Italy	106	2,829	91,518.36	10,671.08	
Jamaica	148	2,943	83,009.49		2,745.99
Japan	91	2,536	82,947.09	9,609.49	
Leeward Islands	36	742	14,967.22	2,833.39	
Luxemburg	104	424	18,186.63	2,288.93	
Mexico	311	15,378	220,783.92	156,925.38	
Netherlands	90	28,879	43,965.40	4,670.14	
Newfoundland	51	3,467	32,525.83	8,025.40	
New South Wales	37	2,785	39,188.88	7,177.49	
New Zealand	47	5,944	71,005.51	24,396.79	
Norway	365	4,065	113,581.16	11,469.38	
Portugal	55	94	2,811.49	1,495.96	
Queensland	40	1,214	15,604.24	2,146.70	
Russia	365	2,318	80,924.10	64,349.28	
Salvador	40	54	581.59	268.22	
South Australia	31	714	8,947.84	1,411.61	
Sweden	365	7,846	368,975.62	56,060.81	
Switzerland	267	4,740	111,459.87	7,235.61	
Tasmania	32	868	3,711.20		114.77
Trinidad	25	1,867	24,145.07		5,202.78
Victoria	34	2,227	28,511.41	987.21	
Windward Islands	120	2,325	88,623.29		3,136.75
Total	5,436	498,569	8,068,752.20	1,075,172.62	2,182,530.14

No. 17.—PRINCIPAL INTERNATIONAL MONEY-ORDER TRANSACTIONS DURING THE FISCAL YEAR ENDING JUNR 30, 1901—Continued.

Statement showing the number of international money-order accounts received, examined, and adjusted, together with the volume of business transacted between the United States and foreign countries.

Nationalities.	Number of accounts.	Value.	Increase.	Decrease.
Austria	4	\$1,608,158.87	\$439,364.60	
Bahamas	4	8,737.86		\$634.44
Belgium	4	268,290.92	43,554.98	
Bermuda	4	14,812.77		1,908.56
British Guiana	4	22,261.95		683.24
British Honduras	4	4,287.92		313.43
Canada	4	4,086,612.02	521,161.30	
Cape Colony	4	57,217.51	10,133.94	
Chile	6	6,962.26	4,202.10	
Cuba	5	1,450,588.21		1,771,927.84
Denmark	4	306,796.94	15,996.36	
Egypt	4	14,657.54		2,337.78
France	5	868,272.07	159,354.08	
Germany	4	4,242,718.84	175,240.21	
Great Britain	12	6,801,427.76	379,898.11	
Honduras	5	1,776.71		463.39
Hongkong	4	12,837.82	339.40	
Hungary	4	1,165,236.94	462,216.94	
Italy	4	1,618,357.91	388,062.72	
Jamaica	4	48,328.27		3,235.60
Japan	4	774,621.96	141,988.52	
Leeward Islands	4	24,939.54	4,084.94	
Luxemburg	4	37,984.06	4,420.55	
Mexico	4	297,075.17	213,295.46	
Netherlands	4	114,419.94	14,072.28	
Newfoundland	4	92,906.27		2,205.22
New South Wales	4	62,410.71	4,965.80	
New Zealand	4	97,086.79	27,690.39	
Norway	4	820,714.62	77,890.24	
Portugal	6	15,362.58	9,400.65	
Queensland	5	27,888.78	10,963.32	
Russia	4	1,189,615.02	1,047,989.50	
Salvador	4	697.79	281.85	
South Australia	5	14,110.48	7,120.96	
Sweden	4	2,096,355.61	170,275.35	
Switzerland	4	520,318.73	104,164.95	
Tasmania	4	5,638.01	101.64	
Trinidad	4	27,814.26		4,491.08
Victoria	4	46,858.33	1,055.66	
Windward Islands	4	57,265.24		101.80
Total	177	28,868,812.77	4,439,282.69	1,788,302.38

No. 18.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to European countries, including India, Turkey in Asia, and South Africa, during the fiscal year ending June 30, 1901.

Steamship line.	England.		Austria.		Belgium.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York	54,238.605	372,342.067	10,808.746	33,062.066	1,731.115	13,467.765
North German Lloyd	15,906.498	51,585.640	5,294.075	5,695.648	681.885	1,647.345
International Navigation	24,124.115	288,453.528	6,344.766	26,543.670	885.860	10,085.535
White Star	27,157.829	166,054.217	4,607.909	11,911.076	635.496	4,075.950
Hamburg-American	13,774.643	73,854.550	3,750.748	7,334.045	519.345	2,334.845
Dominion	254.847	2,490.634				
Cunard, Limited, Boston	297.780	2,152.190			1.065	11.965
Red Star	288.188	565.443	35.540	95.655	1.890	23.210
American	500				16.450	424.550
Anchor	6.800	2.875				
Total	135,999.755	951,521.134	30,841.784	84,647.158	4,423.055	32,056.166
Increase	3,185.624	12,172.402	5,501.358	12,257.348	420.445	911.306

Steamship line.	Denmark.		France.		Germany.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York	1,870.235	11,374.361	8,999.310	58,487.271	22,527.068	151,892.226
North German Lloyd	917.490	1,754.090	3,872.618	15,682.344	14,808.532	120,851.631
International Navigation	870.231	9,339.002	5,305.580	65,359.526	11,106.485	71,269.473
White Star	696.801	3,584.344	4,191.409	24,265.216	8,967.553	52,602.364
Hamburg-American	667.553	1,899.241	1,202.235	4,215.628	8,269.730	56,148.256
General Trans-Atlantic			6,822.001	38,788.406		
Dominion			1.100	10.030	23.465	192.720
Cunard, Limited, Boston			22.800	213.435	40.825	422.840
Red Star	10.620	21.000	3.730		66.855	467.947
Thingvall	.455	.100				
Total	5,033.335	27,972.138	30,421.733	207,001.856	65,806.513	458,847.457
Increase	208.072	867.994	1,511.707		3,616.250	4,523.876
Decrease				1,694.085		

Steamship line.	India.		Italy.		Netherlands.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York	636.565	18,657.115	11,106.427	22,602.184	2,272.413	15,464.977
North German Lloyd	320.850	3,292.325	5,869.936	5,457.572	737.888	1,725.681
International Navigation	458.710	18,084.830	8,672.050	22,268.034	1,012.030	9,434.747
White Star	320.340	6,631.190	5,676.587	9,908.355	767.664	3,614.942
Hamburg-American	69.075	568.280	1,563.230	2,033.350	698.813	2,287.991
General Trans-Atlantic	367.755	9,677.065	6,818.434	18,419.878		
Dominion			2.690	4.885		
Cunard, limited, Boston			36.880	116.275		
Red Star					6.275	18.140
Holland-American					48.865	84.560
Italian Royal Mail			.305	.680		
La Valce Navigation			.685			
Total	2,173.295	56,925.305	39,747.224	80,831.213	5,583.468	32,631.038
Increase	193.560	1,314.810	6,929.398	7,909.050	101.508	1,824.773

No. 18.—Statement showing the weight of letters, prints, etc.—Continued.

Steamship line.	Norway.		Portugal.		Russia.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York..	8,682.435	15,320.741	260.520	1,477.840	7,582.777	27,557.872
North German Lloyd	1,824.974	3,812.890	73.265	307.010	3,998.184	8,590.849
International Navigation.....	1,827.652	21,328.110	221.600	1,508.690	4,270.412	20,494.218
White Star	1,266.399	6,895.675	77.410	444.680	3,092.893	7,398.450
Hamburg-American	1,321.025	2,906.255	15.315	60.435	2,575.351	4,696.162
General Trans-Atlantic			92.680	838.800		
Red Star	18.000	77.006			21.470	37.965
Thingvalla .....	.170					
Total	9,890.656	50,339.676	740.740	4,632.455	21,485.537	63,774.516
Increase	1,079.745	8,796.047	247.185		2,907.122	8,900.621
Decrease				383.145		

Steamship line.	Spain.		Sweden.		Switzerland.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York..	943.900	6,831.255	6,600.378	45,366.801	2,016.990	16,924.136
North German Lloyd	717.629	1,872.426	3,156.365	5,613.440	1,088.390	2,672.735
International Navigation.....	740.810	8,296.620	3,364.209	32,026.402	1,185.660	16,768.336
White Star	359.695	2,915.865	2,499.568	13,009.897	818.180	6,296.590
Hamburg-American	118.980	333.745	2,337.055	7,918.833	244.155	642.325
General Trans-Atlantic	497.425	6,414.765			1,238.875	9,396.965
Red Star			17.170	59.189		
Total	3,373.439	26,163.175	17,974.745	108,994.562	6,541.730	52,681.105
Increase	914.864	5,484.096	1,596.595	5,777.174	439.630	3,466.828

	Greece and Turkey.		South Africa.		Azores.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York..	1,180.845	7,140.145	1,019.835	17,077.620		
North German Lloyd	680.910	1,350.000	365.195	2,087.780		
International Navigation.....	899.110	7,343.040	529.810	17,459.845		
White Star	650.715	2,788.850	427.480	5,600.370		
Hamburg-American	148.565	287.410	324.245	3,203.715		
General Trans-Atlantic	904.040	4,580.385	72.715	1,197.220		
Red Star			1.800	19.360		
Italian Royal Mail					244.725	350.060
Total	4,414.185	23,504.830	2,741.080	46,596.790	244.725	350.060
Increase	1,172.410	2,868.610	411.400			
Decrease				980.193		

No. 18.—Statement showing the weights of letters, prints, etc.—Continued.

RECAPITULATION BY STEAMSHIP LINES.

Steamship line.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cunard, Limited, New York	137,323.154	835,045.331
North German Lloyd	60,204.574	228,439.383
International Navigation	71,820.040	641,062.105
White Star	62,213.427	325,997.531
Hamburg-American	37,590.063	170,788.046
General Trans-Atlantic	16,813.375	89,298.524
Dominion	283.167	2,710.234
Cunard, Limited, Boston	400.125	2,982.950
Red Star	436.098	1,806.254
Holland-American	43.385	84.560
Thingvalla .....	.625	.100
American .....	.500	.....
Anchor	6.800	2.875
Italian Royal Mail	245.030	350.740
La Voie Navigation .....	.685	.....
Total	387,386.048	2,299,469.633
Increase	30,631.613	63,315.570

RECAPITULATION BY COUNTRIES.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
England	135,999.755	951,521.134
Austria	30,841.784	84,647.158
Belgium	4,423.055	32,056.165
Denmark	5,033.835	27,972.139
France	30,421.733	207,001.856
Germany	65,805.513	453,847.457
India	2,173.295	56,925.305
Italy	39,747.224	30,831.213
Netherlands	5,533.468	32,631.038
Norway	9,890.655	50,339.676
Portugal	740.749	4,682.455
Russia	21,485.537	63,774.516
Spain	3,373.439	26,163.175
Sweden	17,974.745	103,984.562
Switzerland	6,541.730	52,691.105
Greece and Turkey	4,414.185	23,504.830
South Africa	2,741.080	46,595.790
Azores	244.725	350.060
Total	387,386.048	2,299,469.633
Increase	30,631.743	63,315.570

No. 19.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to foreign countries other than European by steamship lines during the fiscal year ending June 30, 1901.

Steamship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Panama Railroad Steamship.....	8,908.220	161,896.080
Pacific Mail.....	11,777.679	128,212.968
Pacific Steam Navigation.....	36.792	591.814
Campania Sud Americana de Vapors.....	36.430	403.036
Atlas.....	2,800.675	33,847.890
Bluefields.....	448.397	8,510.323
Atlantic and Mexican Gulf.....	8.831	1.020
Bahamas, Limited.....	2.580	
Direct.....	34.165	760.885
Central American.....	6.773	75.854
Field.....	312	13.550
Lower California Development.....	197.198	2,894.176
Cameron.....	447.120	6,779.685
Alabama Fruit.....	50.727	254.267
Mexican.....	4.760	118.629
Camors-Weinberger Banana.....	280.985	4,981.389
Kosmos.....	32.037	188.835
Booth.....	299.065	5,656.856
Earn, Limited.....	68.998	1,573.463
Lamport and Holt.....	1,656.875	50,145.290
Norton.....	450.510	13,308.365
Red Cross.....	389.245	6,232.530
The United Steamship.....	528.930	16,986.160
New York and Demarara.....	268.455	3,869.710
Camors McConnell.....	120.868	837.314
Houston.....	692.555	18,911.765
Prince.....	1,425.785	24,836.270
United Fruit.....	3,941.604	64,975.770
Peninsular and Occidental.....	604.533	3,705.017
New York and Cuba.....	2,010.775	26,767.833
Tweeds Trading.....	2.180	6.785
Red D.....	8,003.568	81,471.401
Independent.....	165.703	3,056.155
Insular Navigation.....	396.690	549.075
United Fruit.....	35.000	532.232
Dominion Atlantic Railway.....	2,767.856	24,055.752
Plant Investment.....	455.571	581.938
Munson.....	9.790	9.815
Morgan.....	14.620	88.413
Orr-Laubenheimer.....	60.363	14.896
American Mail.....	1,225.615	17,592.083
Straus.....	135	10.650
Royal Dutch West Indies.....	161.240	1,467.245
Allan.....	19.670	747.532
Pacific Coast.....	162.323	1,426.618
Canada Atlantic and Plant.....	2,425.005	23,361.413
Clyde.....	665.470	9,448.115
Red Cross.....	45.050	1,714.365
Trinidad Shipping and Trading.....	502.460	9,218.237
Yarmouth.....	5,563.010	23,062.708
North American Mail.....	86.247	
Quebec.....	3,382.565	41,704.870
New York and Porto Rico.....	3,405.393	47,944.805
Occidental and Oriental.....	12,221.447	120,437.631
Oriental.....	12,236.140	113,530.724
Nippon Yusen Kaisha.....	1,921.545	30,001.616
California and Oriental.....	44.845	319.464
Pinet.....	29.435	506.689
American and Hawaii.....	21.069	418.791
Williams Dimond.....	2.070	21.656
Allen.....	18.053	88.355
Turner.....	9.083	158.484
Oceanic.....	10,495.458	213,151.708
Northern Pacific.....	1,746.844	25,155.499
Western Commercial.....	11.139	517.833
Total.....	105,394.511	1,379,662.240
Increase.....	20,389.040	281,999.274

No. 20.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to countries other than European during the fiscal year ending June 30, 1901.

Countries.	Letters.	Prints.	Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>		<i>Grams.</i>	<i>Grams.</i>
Japan	15,467.673	111,928.364	Haiti	750.495	9,768.640
Manila (to and from)	13,506.967	142,940.047	British Honduras	628.004	6,514.257
Hawaii	8,015.491	166,444.464	San Domingo	603.540	7,942.780
Nova Scotia	10,571.815	69,007.163	Curaçao	589.580	6,159.335
Porto Rico (to and from)	8,707.186	91,820.071	Samoa	348.420	5,315.643
Australian colonies	5,659.015	135,282.668	Bolivia	380.045	7,462.360
Hongkong	4,521.520	22,062.875	Uruguay	386.565	9,441.670
West Indies	2,890.148	48,349.720	Newfoundland	179.425	3,149.767
Colombia	2,686.043	42,501.000	British Columbia	138.533	4.074
Peru	2,467.719	37,477.974	Tahiti	176.027	2,478.235
Brasil	2,256.105	62,754.660	Korea	124.793	2,807.569
Venezuela	2,093.430	30,587.530	China (from)	122.570	779.301
Jamaica	2,062.615	28,010.803	Paraguay	69.860	1,922.455
Cuba	1,968.270	15,388.882	St. Pierre et Miquelon	69.351	784.840
Costa Rica	1,951.012	32,547.530	Turks Island	61.930	1,505.335
Argentina	1,841.780	57,740.620	Siam	34.000	578.264
Chile	1,823.777	44,593.340	Singapore	25.610	347.130
Bermuda	1,682.775	15,213.965	British Guiana	12.500	182.155
Shanghai (to and from)	1,898.083	34,490.447	Guam	16.547	715.917
Ecuador	1,430.990	20,089.324	New Caledonia	9.191	173.873
Nicaragua	1,345.401	22,597.609	Java	8.742	18.142
Guatemala	1,292.263	23,649.376	Dutch Guiana	8.675	4.685
Azores	1,019.360	1,342.805	Marquesas Islands	3.890	227.024
Republic of Honduras	956.461	17,585.298	Marshall Islands	2.070	21.656
Mexico	900.407	14,524.941	Cochin China	844	.....
Salvador	906.289	17,459.044			
Bahamas	871.239	10,066.743	Total	105,334.511	1,379,662.240
			Increase	20,389.040	281,999.274

No. 21.—Statement showing the weight of foreign closed mails retransported by sea, and the amounts accruing to steamship companies for their conveyance during the fiscal year ending June 30, 1901.

Steamship lines.	Letters.	Prints.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard Limited	23,252,044	108,216,787	\$32,881.15
North German Lloyd	10,452,578	42,517,839	14,189.71
International Navigation	14,467,580	50,997,610	.....
Hamburg-American	7,139,816	33,228,452	10,096.46
White Star	18,344,614	90,005,999	26,388.14
Atlas	129,859	1,554,363	275.31
American Mail (contract)	217,634	2,898,373	.....
Booth	.....	28,070	2.71
Clyde	.....	118,620	11.45
Cameron	.....	76,470	7.38
Dominion	15,457	39,767	18.75
New York and Cuba (to Bahamas)	206,499	3,231,316	511.10
New York and Porto Rico (contract)	.....	314,230	.....
Nippon Yusen Kabushika Kaisha	481,562	2,682,710	723.59
New York and Demerara	.....	13,350	1.29
Panama Railroad Steamship	245,573	3,200,118	545.79
Plant Investment (contract)	2,835,291	60,406,288	.....
Quebec	.....	266,725	25.74
Red D (contract)	71,755	2,459,330	.....
Red D (noncontract)	75,915	1,093,670	178.79
Royal Dutch W. I. (contract)	.....	3,750	.....
United Fruit to British Honduras (contract)	605,274	5,328,802	.....
United Fruit	2,746,573	14,677,610	4,066.84
Red Cross to Brazil, etc.	.....	31,100	3.00
Earn	.....	31,342	3.02
Peninsular and Occidental (contract)	715,350	8,942,240	.....
Independent S. S. line	45,355	368,282	79.30
International Navigation from N. Y., Red Star	109,220	477,720	151.50
Peninsular and Occidental Bahamas	99,564	1,806,331	270.39
New York and Cuba (contract)	146,595	2,928,595	.....
Northern Pacific	198,597	8,212,638	501.06
Total	82,602,695	441,758,527	90,983.07

Respectfully,

HENRY A. CASTLE, Auditor.

The POSTMASTER-GENERAL.

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